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NOTICE OF PUBLIC SCOPING MEETING

DATE: Tuesday, August 10, 2004
TIME: 6:00 p.m.
PLACE: Port of San Francisco, Bayside Conference Rooms, Pier 1, The Embarcadero at Washington Street, San Francisco, CA

PROJECT TITLE: 2001. 0636E – Wharf J-10 Demolition and (Partial) Reconstruction

5/S

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REFERENCE BOOK

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, north of Fish Alley and Jefferson Street between Leavenworth and Hyde
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BLIC SCOPING MEETING concerning the Environmental Impact
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lero at Washington Street, San Francisco beginning at 6:00 p.m. and

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of the public will be provided an opportunity to offer oral testimony for
consideration. Written comments will also be accepted at this meeting. If you have any questions concerning this matter or wish to receive any future environmental review documents for this project, please contact **Nannie Turrell**, Staff Planner at the Planning Department at **(415) 558-5994**.

An Initial Study (IS) has been prepared to evaluate the potential environmental effects of the proposed project and identify issues that will require analysis in the EIR. The Initial Study documents the determination of the Planning Department's Major Environmental Analysis Section that the proposed project may have a significant effect on the environment and therefore an EIR is required. The EIR will examine those potentially significant environmental effects, identify mitigation measures, and analyze whether proposed mitigation measures would reduce the
effects to a less-than-significant level as defined by the California Environmental Quality Act
paration of an Initial Study or an EIR does not indicate a decision by the City to approve or
proposed project.

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PLANNING DEPARTMENT

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NOTICE OF PUBLIC SCOPING MEETING

DATE: Tuesday, August 10, 2004
TIME: 6:00 p.m.
PLACE: Port of San Francisco, Bayside Conference Rooms, Pier 1, The Embarcadero at Washington Street, San Francisco, CA

PROJECT TITLE: 2001. 0636E – Wharf J-10 Demolition and (Partial) Reconstruction

Project Description: The proposed project is located on land under the jurisdiction of the Port of San Francisco (Port), at 2936 Hyde Street on Wharf J-10, north of Fish Alley and Jefferson Street between Leavenworth and Hyde Streets. The project would include the demolition of the existing 24,400-square-foot (sq-ft) wharf, including substructure and pilings, as well as the existing approximately 21,000-sq-ft, 18-foot tall fish processing building. After demolition of Wharf J-10, the Port would improve the site by repairing the existing seawall, creating a level surface along the north side of Fish Alley, and stabilizing the water's edge with rip rap. After demolition, the existing tenants of the site would have the option of rebuilding facilities to serve their businesses. Tenant improvements could include the proposed reconstruction, by an existing tenant, the F. Alioto Fish Company, of a new, pile-supported, 17.312-sq-ft, 40-foot high fish processing facility, with 1,500 square feet (sf) of wharf and by California Shellfish Company, improvement of an approximately 1,714-sq-ft unenclosed portion of the Wharf J-10 site for fish loading, staging, storage and support uses that serve their fish processing businesses across the street. on the south side of Fish Alley. In addition, the Port would construct an approximately 3,435-sq-ft fish receiving wharf within a portion of the area now occupied by the existing fish processing building on Wharf J-10. The project site is in a C-2 (Community Business) Zoning District and a 40-X Height and Bulk District.

The Planning Department is holding a PUBLIC SCOPING MEETING concerning the Environmental Impact Report (EIR) for the above-mentioned project on **Tuesday, August 10, 2004** at the Port of San Francisco, Bayside Conference Rooms. Pier 1, The Embarcadero at Washington Street, San Francisco beginning at 6:00 p.m. and ending at 7:00 p.m.

The purpose of this meeting is to assist the Planning Department in reviewing the issues to be addressed in the EIR for the proposed project. Each member of the public will be provided an opportunity to offer oral testimony for consideration. Written comments will also be accepted at this meeting. If you have any questions concerning this matter or wish to receive any future environmental review documents for this project, please contact **Nannie Turrell**, Staff Planner at the Planning Department at **(415) 558-5994**.

An Initial Study (IS) has been prepared to evaluate the potential environmental effects of the proposed project and identify issues that will require analysis in the EIR. The Initial Study documents the determination of the Planning Department's Major Environmental Analysis Section that the proposed project may have a significant effect on the environment and therefore an EIR is required. The EIR will examine those potentially significant environmental effects, identify mitigation measures, and analyze whether proposed mitigation measures would reduce the environmental effects to a less-than-significant level as defined by the California Environmental Quality Act (CEQA). Preparation of an Initial Study or an EIR does not indicate a decision by the City to approve or disapprove the proposed project.

PLANNING DEPARTMENT

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July 17, 2004

To Responsible Agencies, Trustee Agencies, and Interested Parties:

RE: CASE NO. 2001.0636E – WHARF J-10 DEMOLITION AND (PARTIAL) RECONSTRUCTION NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

A Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the above-referenced project, described below, has been issued by the Planning Department. An Initial Study has also been prepared to provide more detailed information regarding the proposed project and the environmental issues to be considered in the Draft EIR. The NOP/Initial Study is either attached or is available upon request from **Nannie Turrell**, who you may reach at **(415) 558-5994** or at the above address. This notice is being sent to you because you have been identified as potentially having an interest in the project or the project area.

Project Description: The proposed project is located on land under the jurisdiction of the Port of San Francisco (Port), located at 2936 Hyde Street on Wharf J-10, between Leavenworth and Hyde Streets. The project would include the demolition of the existing 24,400-square-foot (sq-ft) wharf, including substructure and pilings, as well as the existing approximately 21,000-sq-ft, 18-foot tall fish processing building. After demolition of Wharf J-10, the Port would improve the site by repairing the existing seawall, creating a level surface along the north side of Fish Alley, and stabilizing the water's edge with rip rap. After demolition, the existing tenants of the site would have the option of rebuilding facilities to serve their businesses. Tenant improvements could include the proposed reconstruction, by an existing tenant, the F. Alioto Fish Company, of a new, pile-supported, 17,312-sq-ft, 40-foot high fish processing facility, with 1,500 square feet (sf) of wharf and by California Shellfish Company, improvement of an approximately 1,714-sq-ft unenclosed portion of the Wharf J-10 site for fish loading, staging, storage and support uses that serve their fish processing businesses across the street, on the south side of Fish Alley. In addition, the Port would construct an approximately 3,435-sq-ft fish receiving wharf within a portion of the area now occupied by the existing fish processing building on Wharf J-10. The project site is in a C-2 (Community Business) Zoning District and a 40-X Height and Bulk District.

The Planning Department is holding a **PUBLIC SCOPING MEETING** concerning the Environmental Impact Report (EIR) to be prepared for the Wharf J-10 project on **Tuesday, August 10, 2004,** at the Port of San Francisco, Bayside Conference Rooms, Pier 1, The Embarcadero at Washington Street, San Francisco, beginning at 6:00 p.m. and ending at 7:00 p.m.

The purpose of this meeting is to assist the Planning Department in reviewing the scope and content of the environmental impact analysis and information to be contained in the EIR for the project. Depending on the turnout of the meeting, each member of the public may have a limited amount of time to comment and offer testimony for consideration. Written comment will also be accepted at this meeting and until the close of business on **August 16, 2004.**

As stated in the NOP, the Planning Department has determined that an EIR must be prepared for the proposed project prior to any final decision regarding whether to approve the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

Comments concerning the scope of the EIR are welcomed. In order for your concerns to be fully considered throughout the environmental review process, we would appreciate receiving them by **August 16, 2004**. Written comments should be sent to Paul Maltzer, San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA 94103.

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency.

If you have questions concerning environmental review of the proposed project, please contact Nannie Turrell at 558-5994.

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

Date of this Notice: July 17, 2004

Lead Agency: San Francisco Planning Department
1660 Mission Street, 5th Floor, San Francisco, CA 94103
Agency Contact Person: Nannie Turrell **Telephone:** (415) 558-5994

Project Title: 2001.0636E: Wharf J-10 Demolition and (Partial) Reconstruction
Project Sponsor: Port of San Francisco
Contact Person: Diane Oshima **Telephone:** (415) 274-0553

Project Address: Wharf J-10, 2936 Hyde Street, north of Fish Alley
Assessor's Block and Lot: A portion of Lot 1, in Assessor's Block 007
City and County: San Francisco

Project Description (Wharf J-10; Portion of Lot 001, Block 007): The proposed project is located on land under the jurisdiction of the Port of San Francisco (Port) located at 2936 Hyde Street on Wharf J-10, north of Fish Alley and Jefferson Street between Leavenworth and Hyde Streets. The project would include the demolition of the existing 24,400-square-foot (sq-ft) wharf, including substructure and pilings, as well as the existing approximately 21,000-sq-ft, 18-foot tall fish processing building. After demolition of Wharf J-10, the Port would improve the site by repairing the existing retaining seawall, creating a level surface along the north side of Fish Alley, and stabilizing the water's edge with rip rap..

After demolition, , the existing tenants of the site would have the option of rebuilding facilities to serve their businesses. Tenant improvements could include the proposed reconstruction, by an existing tenant, the F. Alioto Fish Company (F. Alioto), of a new, pile-supported, 17,312-sq-ft, 40-foot high fish processing facility, with 1,500 square feet (sf) of wharf along the Bay and by another existing tenant, California Shellfish Company (Cal Shell), improvement of an approximately 1,714-sq-ft unenclosed portion of the Wharf J-10 site for fish loading, staging, storage and support uses that serve their fish processing business across the street, on the south side of Fish Alley. In addition, the Port would construct an approximately 3,435-sq-ft fish receiving wharf within a portion of the area now occupied by the existing fish processing building on Wharf J-10. The project would require the following approvals: (1) Port issuance of demolition and building permits; (2) Port Commission lease amendment(s), approval of and agreement to reconfigure leasehold premises, (3) Bay Conservation Development Commission (BCDC) approval; and (4) Regional Water Quality Control Board, San Francisco Bay Region, water quality certification.

The project site is in a C-2 (Community Business) Zoning District and a 40-X Height and Bulk District.

Building Permit Application Number, if Applicable: None

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Initial Study for the project, which is attached.

Rich Cooper, for

PAUL MALTZER, Environmental Review Officer

WHARF J-10 DEMOLITION PROJECT
INITIAL STUDY
2001.0636E

I. PROJECT DESCRIPTION

PROJECT LOCATION

The project site, Wharf J-10, is within the Fisherman's Wharf area of San Francisco's Northeastern Waterfront, an area adjacent to San Francisco Bay, which is characterized by fishing industry and restaurant and retail commercial uses. Wharf J-10 is at 2936 Hyde Street, situated between the Hyde Street Pier and its Commercial Fishing Harbor and Richard Henry Dana Place (an extension of Leavenworth Street), on the north side of Fish Alley, in the block to the north of Jefferson Street, as shown on Figure 1. The project site is within a C-2 (Community Business) Zoning District, Waterfront Special Use District No. 1, and a 40-X Height and Bulk District.

The approximately 24,400-square-foot (sq.-ft.) project site is accessed by land from Fish Alley, north of Jefferson Street, and by water from within the Fisherman's Wharf Lagoon, a part of San Francisco Bay. The portion of Jefferson Street that borders Fish Alley is occupied by restaurants, an insurance brokerage, and fish processing buildings that are occupied by the F. Alioto Fish Company (F. Alioto) and California Shellfish Company (Cal Shell) (see Figure 2). Across Jefferson Street to the south is the Cannery, a shopping complex. The terminus to the Hyde Street Cable Car is located in Aquatic Park one block west, on the eastern side of Hyde Street. Access to the Hyde Street fishing harbor/marina, Wharf J-11, runs along the west side of Wharf J-10.

EXISTING PROJECT SITE CONDITIONS

Wharf J-10 extends approximately 350 feet along the block bounded by Leavenworth Street, Hyde Street, Fish Alley, and the San Francisco Bay and comprises a wharf substructure and a building. The existing building on Wharf J-10 is a one-story plus mezzanine (approximately 18-foot tall), rectangular building that measures approximately 350-by-50 feet in dimension, with its greater dimension running east to west along Fish Alley. The building also has an approximately 30-by-50-foot addition attached to the southwestern corner of the building, abutting the Hyde Street Harbor access road. The structure is sited at the water's edge alongside the Fisherman's Wharf Lagoon (see Figure 3). Approximately 15 feet of the southern half of the wharf is located on the level upland portion of the site and is partially supported by a redwood timber retaining wall that defines the water's edge (a seawall). Approximately 35 feet of the northern half of the building and an additional 10-foot edge of wharf extends over the water (see Figure 4). The wharf substructure consists of a concrete platform supported on approximately 173 creosote-treated[1] timber piles that have been driven into the sloping mudline of the bay. A timber retaining seawall underneath the wharf separates the land side of the wharf from the water side of the wharf. The wharf contains additional supporting elements such as stringers and pile cap beams.

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[1] Creosote is a wood preservative used in a marine environment.

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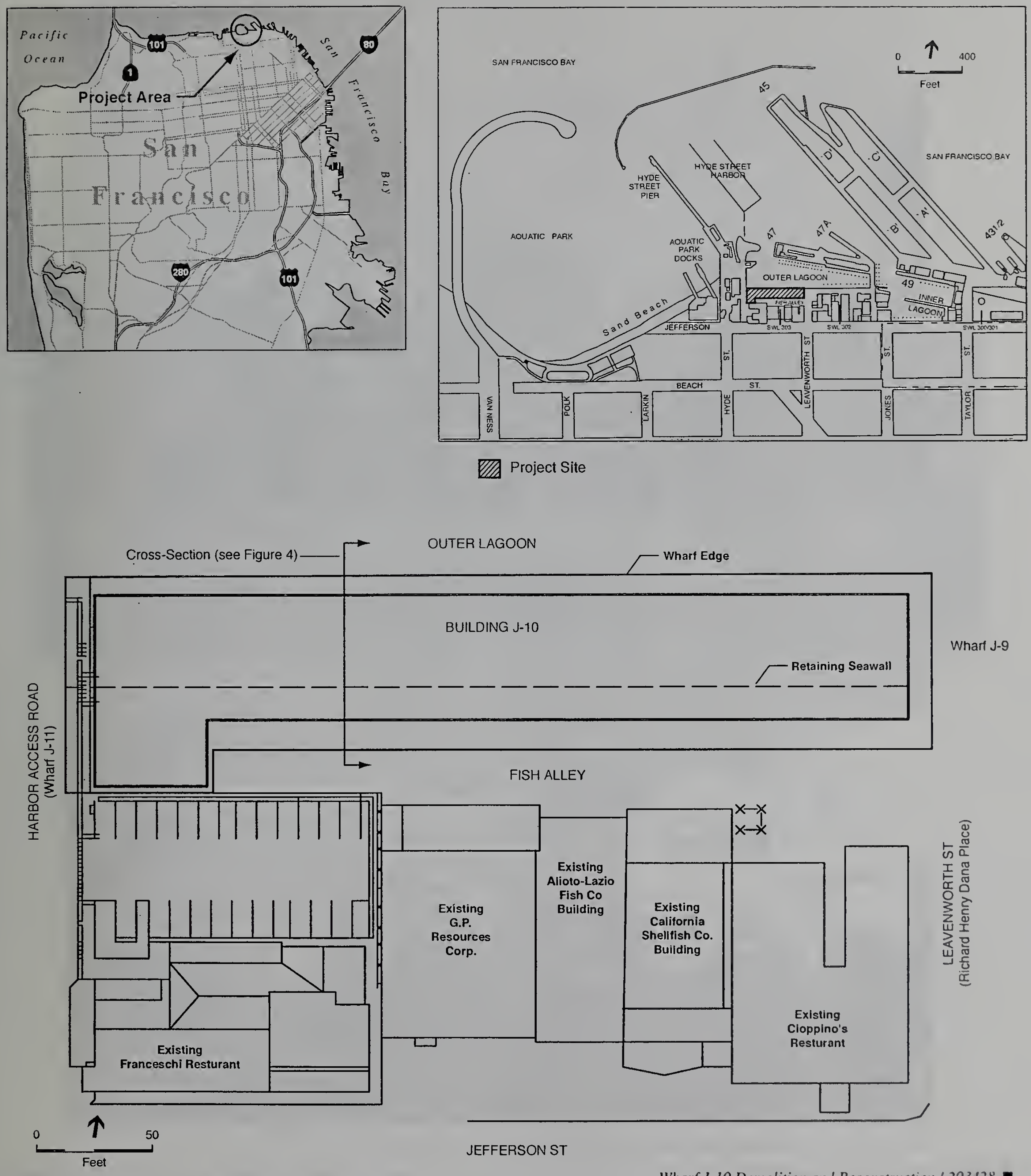
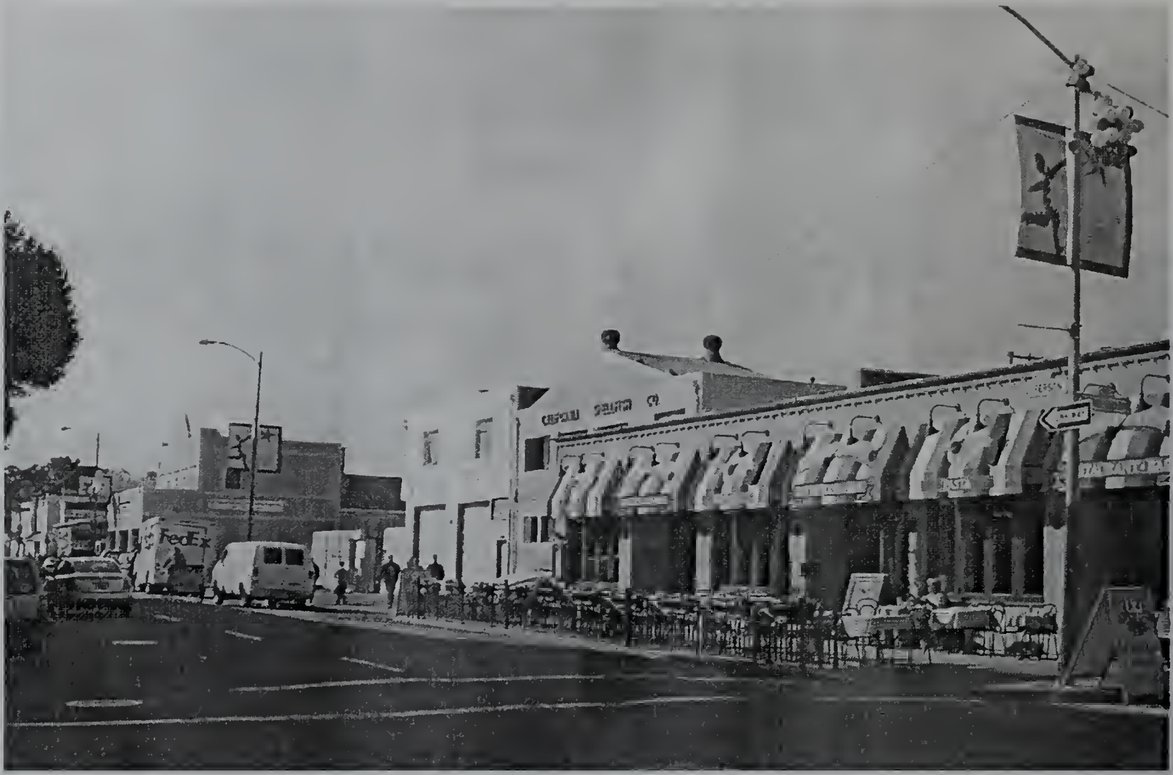
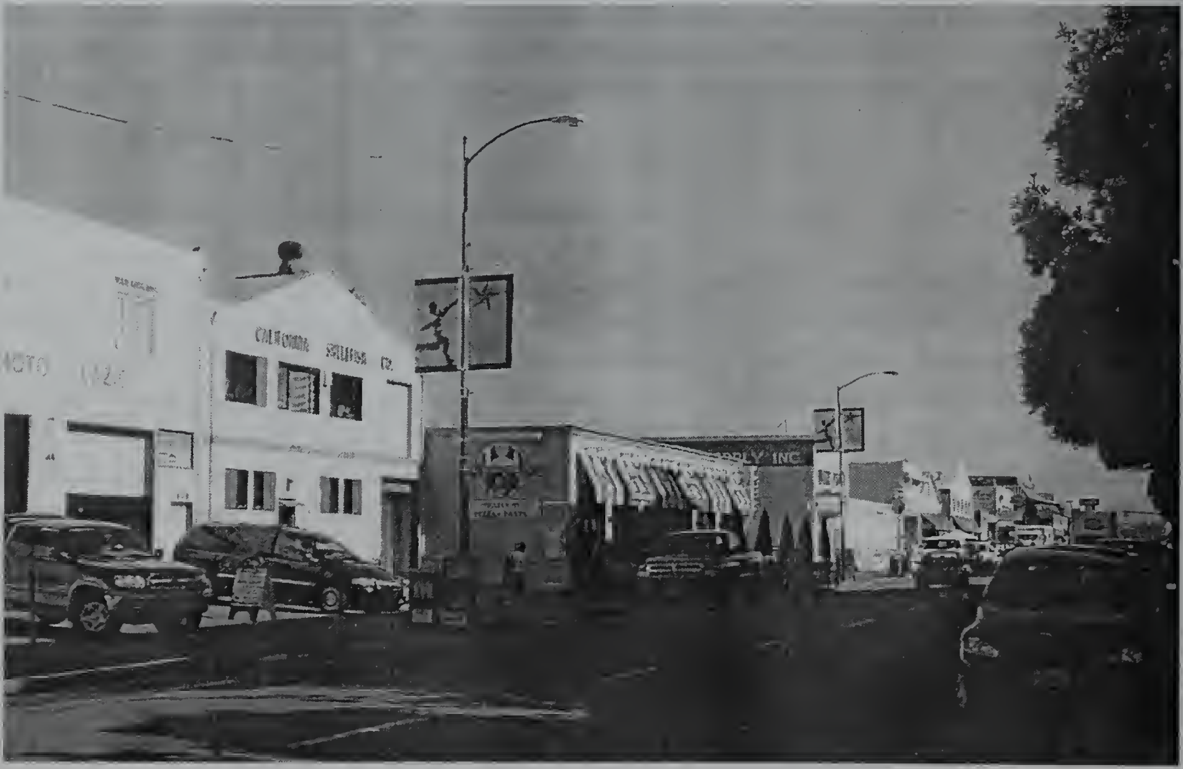


SOURCE: Environmental Science Associates

Figure 1
Project Location



View 1: View of north side of Jefferson looking west from Leavenworth Street

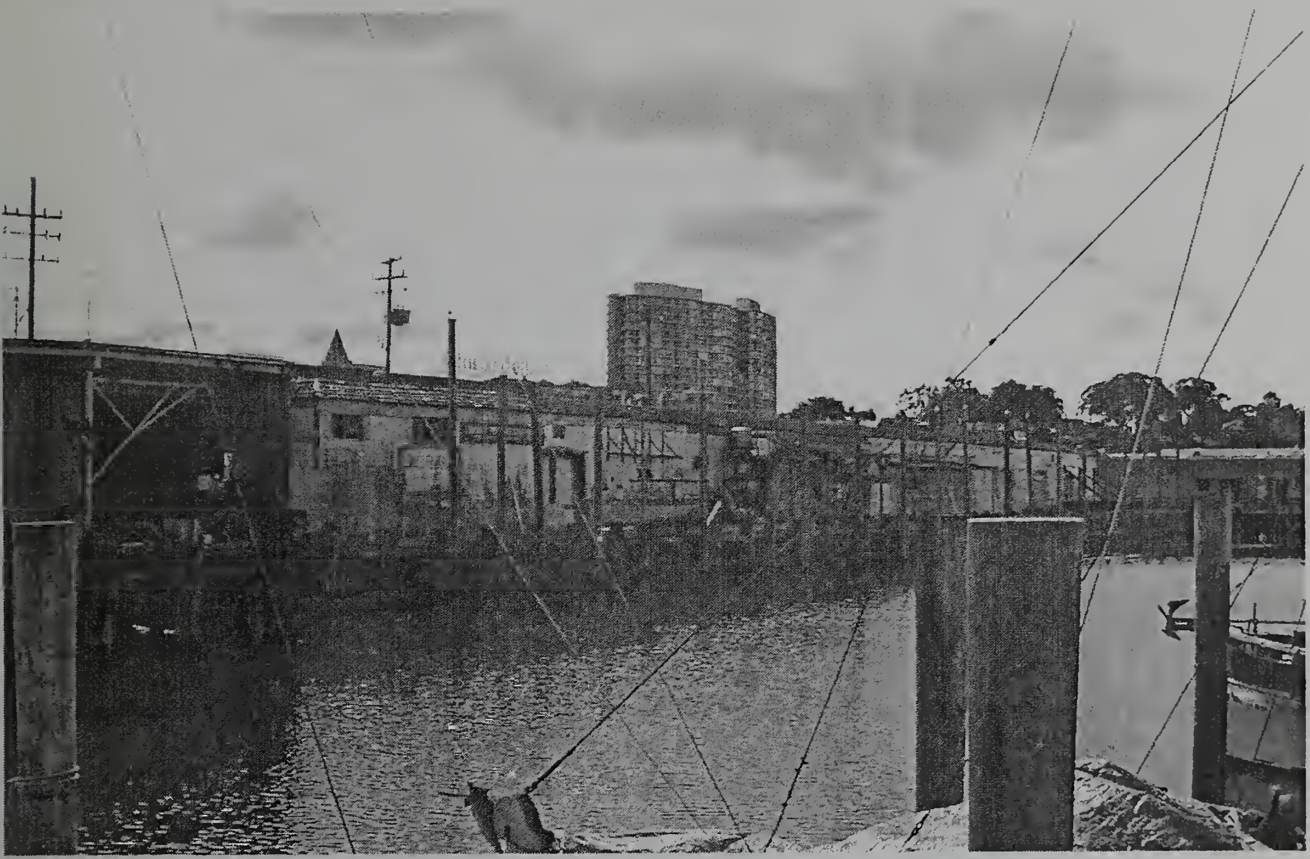


View 2: View of north side of Jefferson Street, looking east from Hyde Street

SOURCE: Environmental Science Associates

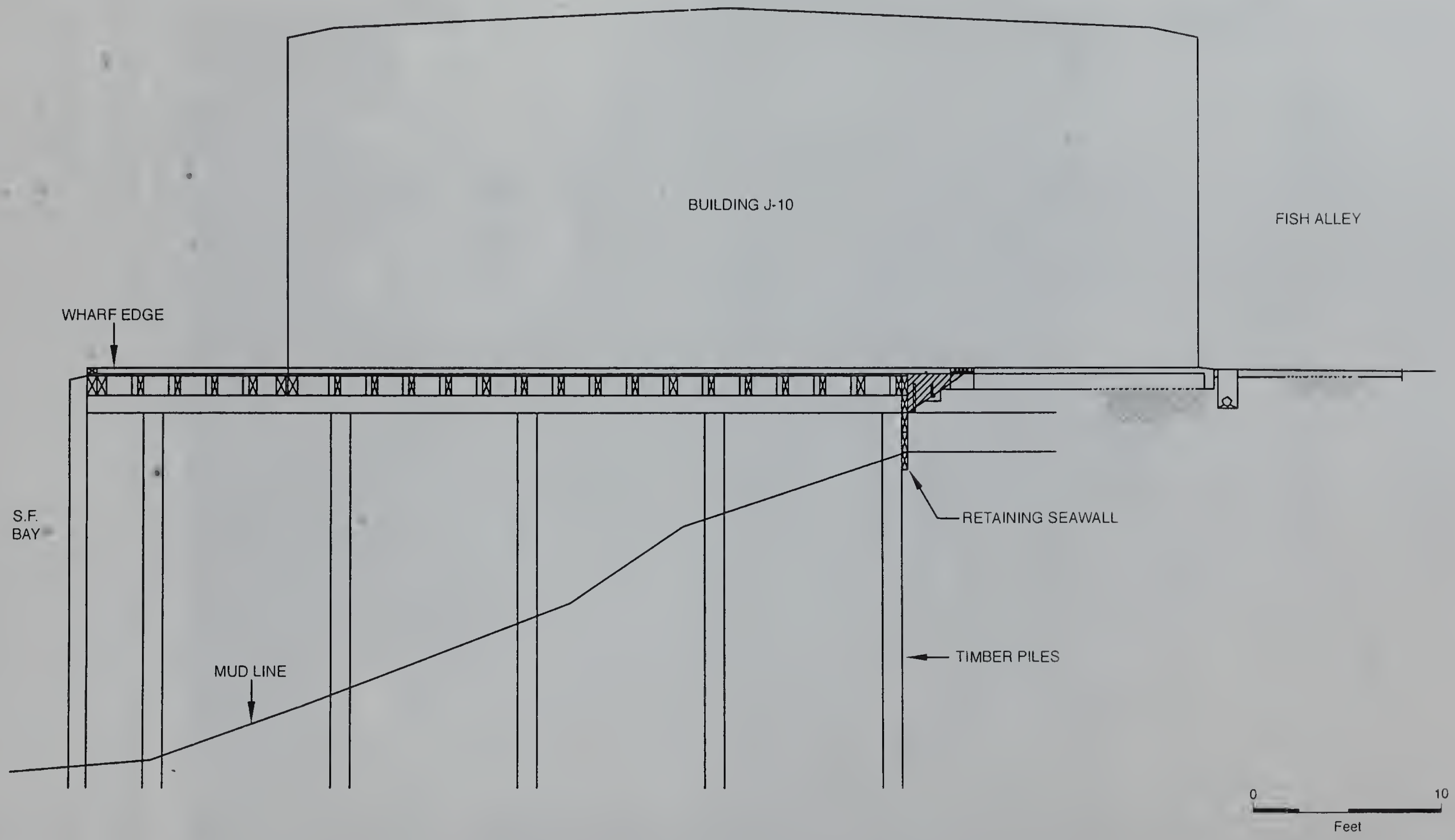
Wharf J-10 Demolition and Reconstruction / 203428 ■

Figure 2
Views of Jefferson Street



SOURCE: Environmental Science Associates

Figure 3
View of Wharf J-10 from
Outer Lagoon, Looking South



SOURCE: Port of San Francisco

Wharf J-10 Demolition and Reconstruction / 203428 ■

Figure 4
Cross Section

Wharf J-10 is currently connected to Wharf J-9 to the east and Wharf J-11 to the west. According to the Port's Fishery Wharf J-10 Facility Emergency Engineering Study, the existing wharf substructure is in an advanced state of deterioration.[2] The engineering study found that the concrete slab overlying the wood decking in the fish processing building is cracked and deteriorated due to differential movement, and that the existing wharf construction is deteriorated and not capable of supporting the 250-pound-per-square-foot (psf) live load required. In addition, supporting elements, such as the timber piers, stringers, and pile cap beams are failing (see Figures 5 to 7). The study further found that the structure is not capable of supporting the required 125-psf live load for the mezzanine and that the lateral bracing is not capable of bracing the building enough to be in compliance with current code lateral force requirements. The study concluded that the wharf's structural elements were in danger of collapsing and that the building was not safe for occupation.

In August 2000, the Port of San Francisco (Port) issued a Notice to Vacate the fish processing building on Wharf J-10 and the supporting wharf substructure because of the potential for imminent collapse due to the deterioration of the substructure, and required the two fishing industry tenants (F. Alioto and Cal Shell) to vacate the site. Two other tenants had abandoned their leases a few years earlier. The Port then installed steel brace framing to temporarily shore up the northwest corner of the structure where there were large visible cracks in the exterior walls. Utilities to Wharf J-10 were cut off after the site was vacated in August 2000.

Wharf J-10 has continued to deteriorate since the tenants were evacuated in August 2000. In November 2002, Port engineers noticed further building deterioration during an inspection of the wharf substructure and building. The most recent deterioration occurred during December 2003, when between 500 and 1000 square feet of the northwestern portion of the wharf decking collapsed into the water. Further damage occurred as a result of a fire on March 28, 2004. A site visit was conducted by a Port engineer on March 29, 2004, to ascertain the extent of the fire damage. The Port reported that three truss structures on the east end of the building appeared to be charred. Two of the trusses suffered minimal damage. However, the third truss suffered significant damage due to the loss of a cross sectional area approximately one-half inch around bracing members and the bottom chord member. In addition, approximately 5 to 10 percent of the roof was removed by the San Francisco Fire Department to access the building during the fire. No significant structural failures or hazards beyond those previously present resulted from the fire (Port of San Francisco, 2004).

The Wharf J-10 fish processing facility and wharf substructure were constructed in 1919 by the State Board of Harbor Commissioners, the State agency that was the predecessor to the Port of San Francisco, to accommodate fish packing departments, storerooms and waterside docking facilities, as well as some accessory office use. The building remained in fishing industry use until it was condemned in August 2000. The wood frame building was originally constructed of two-inch ship-lap wood siding and wood trusses, and is supported by wood piles on a wood substructure with a concrete topping slab floor.

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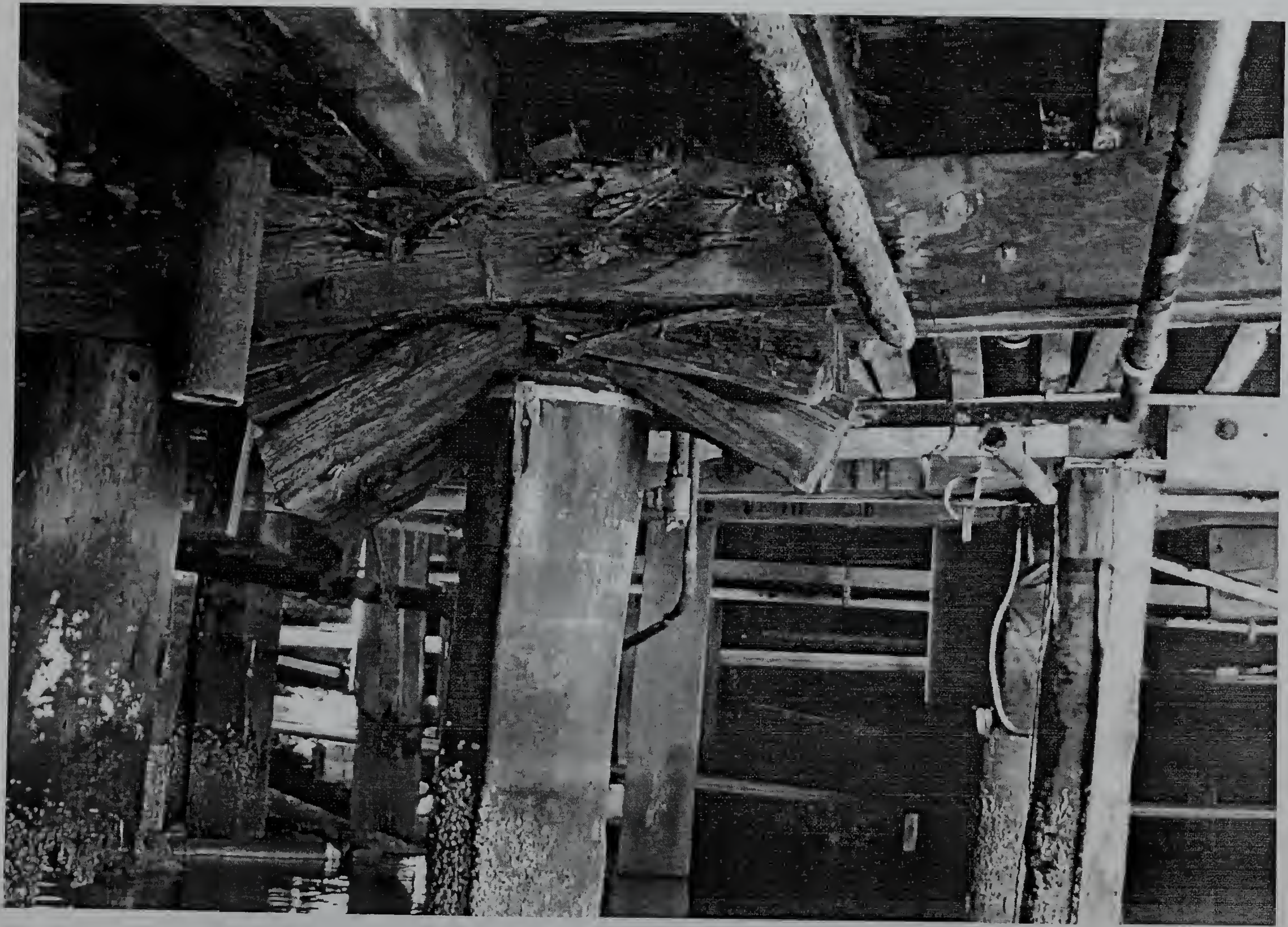
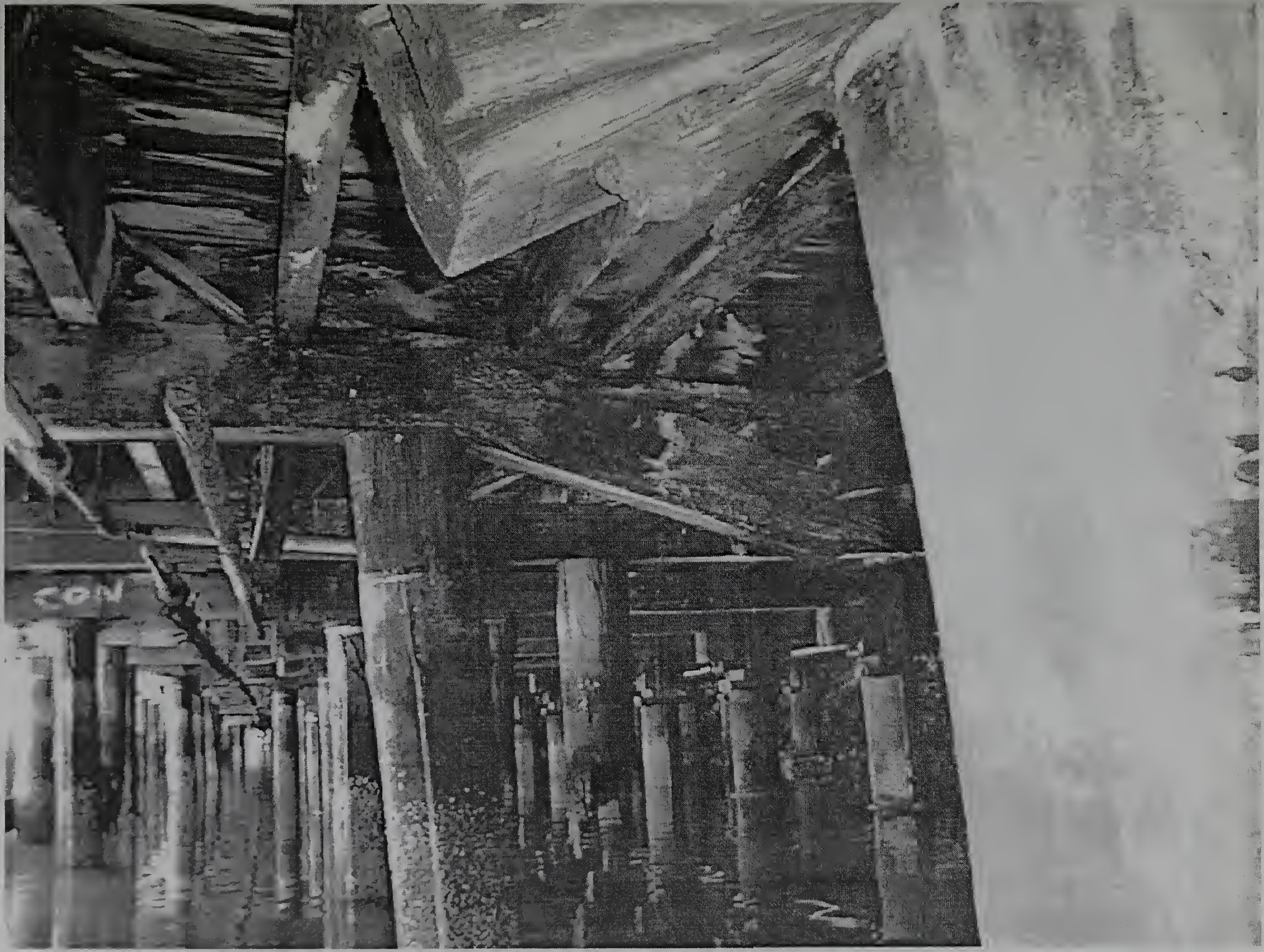
[2] Port of San Francisco, Fishery Wharf J-10 Emergency Engineering Study, Revised Draft, undated.



SOURCE: Port of San Francisco

Figure 5
Conditions of Pile Cap Beam on Column Line 2

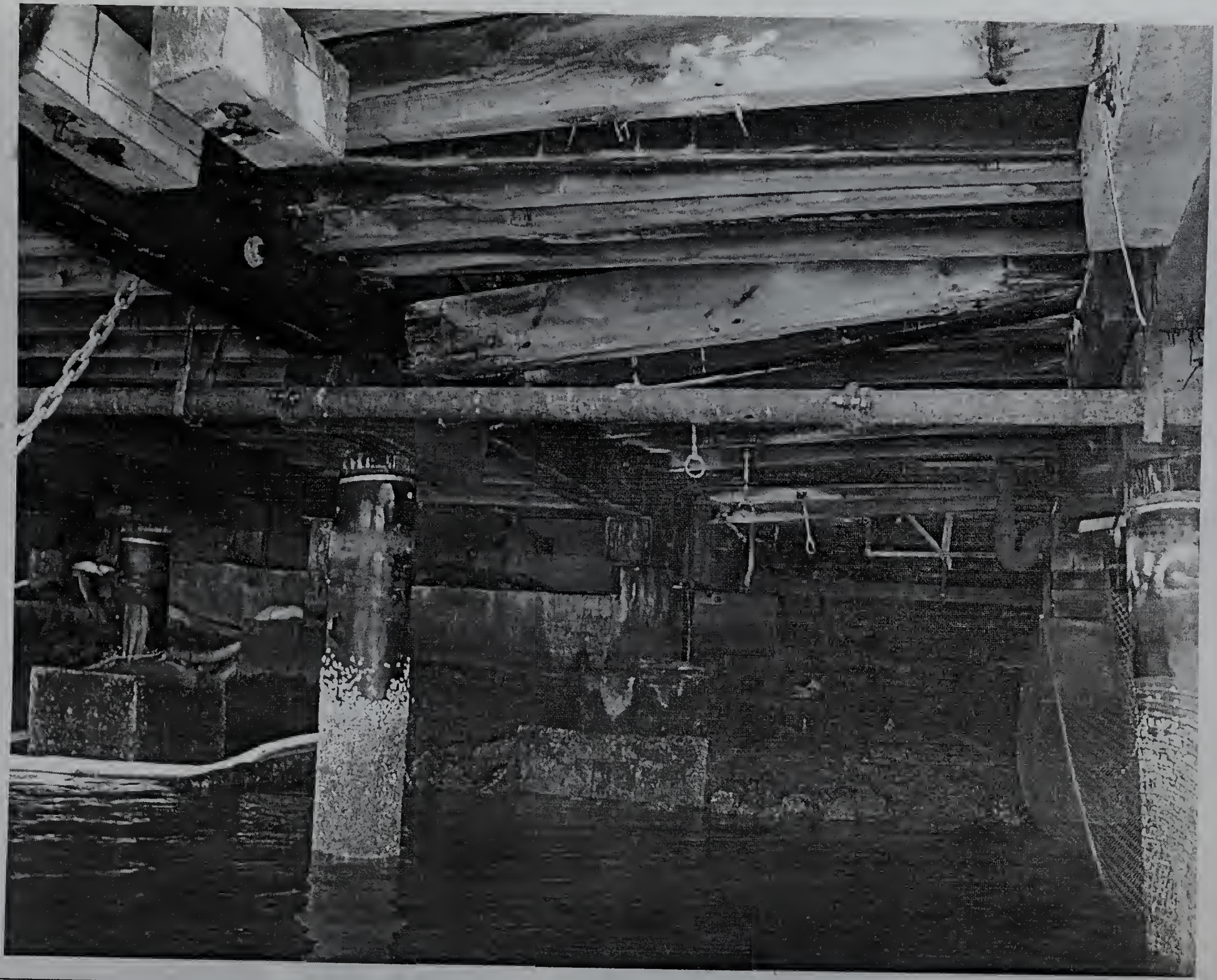


SOURCE: Port of San Francisco

Wharf J-10 Demolition and Reconstruction / 203428 ■

Figure 6

Progressive Failure of Pile Cap Beam on Column Line 3



SOURCE: Port of San Francisco

Wharf J-10 Demolition and Reconstruction / 203428 ■

Figure 7
J-9 – J-10 Interface on Column Line 36
Progressive Loss of End Supports

The building is Mission Revival in architectural design and has eight arched recessed openings on the north and south facades, as well as a red tile skirt-roof. Although the structure is extant, it is deteriorated, and has been altered on the interior and exterior over its approximately 85-year lifetime. Alterations include the construction of interior mezzanines and replacement of doors and windows, as well as repair of the east end of the building as a result of fire damage in 1997. Wharf J-10, along with two other structures in the Fish Alley area, appear to be collectively eligible for the California Register as contributors to a small potential historic district.[3]

Groundwater and saturated soil in the area are contaminated by petroleum, likely resulting from the former Mobil Oil Bulk Terminal at 440 Jefferson Street, immediately south of the site across Fish Alley. Mobil (now Exxon/Mobil) has been monitoring groundwater at the site since 1992 in compliance with a Regional Water Quality Control Board (RWQCB) order.

PROPOSED PROJECT

The Port proposes to demolish the fish processing building and wharf to abate an existing public health and safety hazard caused by the unsafe structure and its potential for collapse. Hazardous materials such as lead paint and asbestos have been removed. The Wharf J-10 structure would be detached from Wharf J-9 to the east and Wharf J-11 to the west prior to demolition. Most supporting piles would be removed, with the exception of approximately 34 existing wharf edge piles that would be used as marking piles for maritime purposes and for providing strength to the slope. However in order to provide the most conservative estimates of the impacts of pile removal under CEQA analyses, this environmental review assumes that all 173 piles would be removed. Piles to be removed would be saw cut six inches above the mudline, not pulled or fractured, to avoid disturbing sediments in the Bay.

One existing Exxon/Mobil monitoring well would be affected by the proposed project and would have to be properly abandoned prior to demolition. The San Francisco Bay Regional Water Quality Control Board (RWQCB) may require subsequent replacement of this well to allow continued groundwater monitoring.

The proposed project would disturb soil up to two feet below ground surface, which is unlikely to be affected by existing groundwater contamination (see Section 12, Hazards). Soil would be stored on-site in a covered stockpile and properly characterized prior to disposal.

Where the wharf intersects the land, the upper portion of the existing earth embankment is supported behind an existing retaining wall that is an integral part of the wharf's substructure. The existing retaining wall and rip-rap are to be maintained and repaired if necessary. If required to reduce the lateral forces on the retaining wall, soil would be excavated from behind the wall and the wall lowered, with rip-rap added to the resulting slope inland from the wall. In order to achieve the continuous 1:1-1/2 slope desired for protection and stability, the Port estimates that about 45 cubic yards (cys) of excavated soil would be removed and approximately 350 cys of rip-rap would be placed at this location (see Figure 8). A level surface would be created above the retaining wall and slope, with a bullrail (a large wooden beam bolted to the ground) separating the level surface from the existing Fish Alley roadway. Guard rails would be provided at each end of the rip-rap area at the transitions to Wharves J-9 and J-11.

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[3] Architectural Resources Group, *Fish Alley Study Area Historic Resources Evaluation and Design Recommendations*, September 2001.

Demolition of the vacant fish processing building and removal of the damaged portion of Wharf J-10 is expected to commence within Summer/Fall 2004 and would take approximately 1 month to complete. The Port estimates the cost for the demolition to be approximately $766,000.

After demolition, the tenants of Wharf J-10 and the Port have the option to rebuild facilities to support their businesses and fishing industry operations. , New construction would consist of the following elements (see Figure 9):

1) A portion of Wharf J-10 would be reconstructed, including a new, pile-supported fish processing building for use by the F. Alioto Fish Company within its leasehold on the western side of the project site. Approximately 5,600 square feet of the proposed wharf would be constructed over the water—including an approximately 1,400-sq-ft wharf edge. The wharf would contain between 45 and 60 piles and a concrete deck.[4] The proposed fish processing building would contain a total of 17,312 sf, including approximately 9,822 sf on the "Wharf" (ground floor) and mezzanine levels and 7,490 sf of area on the first floor (see Figure 10). Approximately 4,200 sf of the northern side of the building would be built on the portion of the wharf that is over the water and approximately 3,200 sf would be built on land on the southern side of the building. In addition, a 10-foot-wide wharf deck would span the entire length of the north side of the proposed building over the Bay. The proposed building would be approximately 40 feet in height, measured according to the San Francisco Planning Code, with limited roof elevations of approximately 44 feet above the main entrances on the north and south elevations (see Figure 11). This project element may require the pump station located at Jefferson and Leavenworth Streets to be upgraded in order to accommodate increased sewage from the proposed fish processing building. Upon project implementation, conditions at the pump station would be monitored and, if needed, the pump station would be upgraded to meet future water quality and utility standards.

2) A 1,714-sq-ft concrete platform over the existing solid fill along the north side of Fish Alley would be used by the California Shellfish Company (Cal Shell) for purposes consistent with Cal Shell's leasehold, i.e., fish loading, staging, storage and support area serving Cal Shell's existing facilities on the south side of Fish Alley, near the corner of Leavenworth Street. The wharf building and substructure along this portion of the site would be demolished and replaced with the concrete platform inland of the retaining seawall. The top portion of the seawall would be removed and the remainder would be covered by rip rap in order to stabilize the shoreline. New

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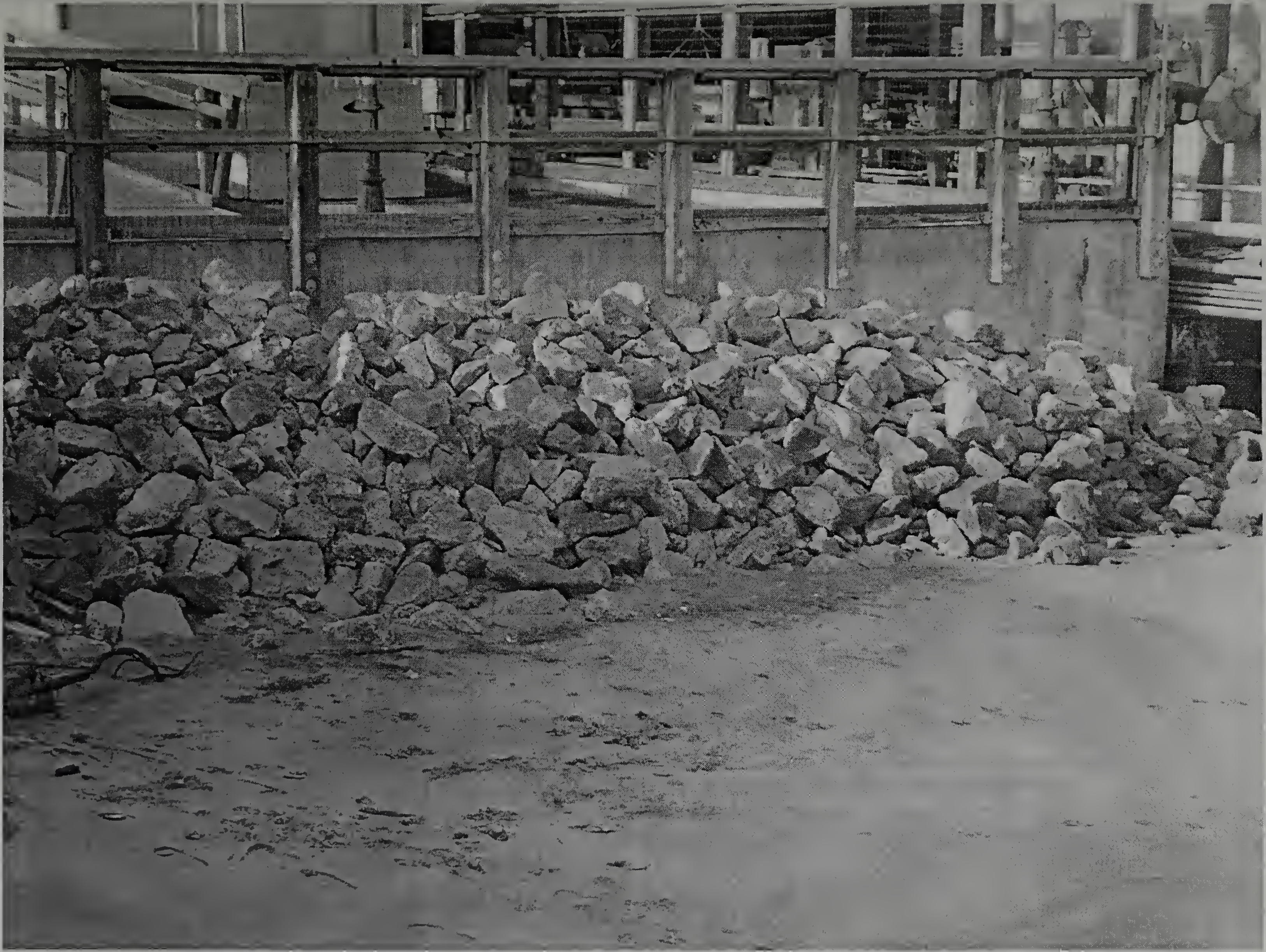
[4] The exact number of piles depends on the foundation plans, which have not yet been completed. For the purposes of this Initial Study, a generic set of parameters, based on standard engineering assumptions, were used to determine the number of piles that would be needed for the proposed building. If the project uses wood piles, the project would require approximately 60 piles and fender piles. If concrete or steel piles are proposed, the project would require approximately 45 piles and fender piles. Because it has not yet been determined which existing piles are in good enough condition to support new construction, this Initial Study conservatively assumes that all existing piles would need to be removed.

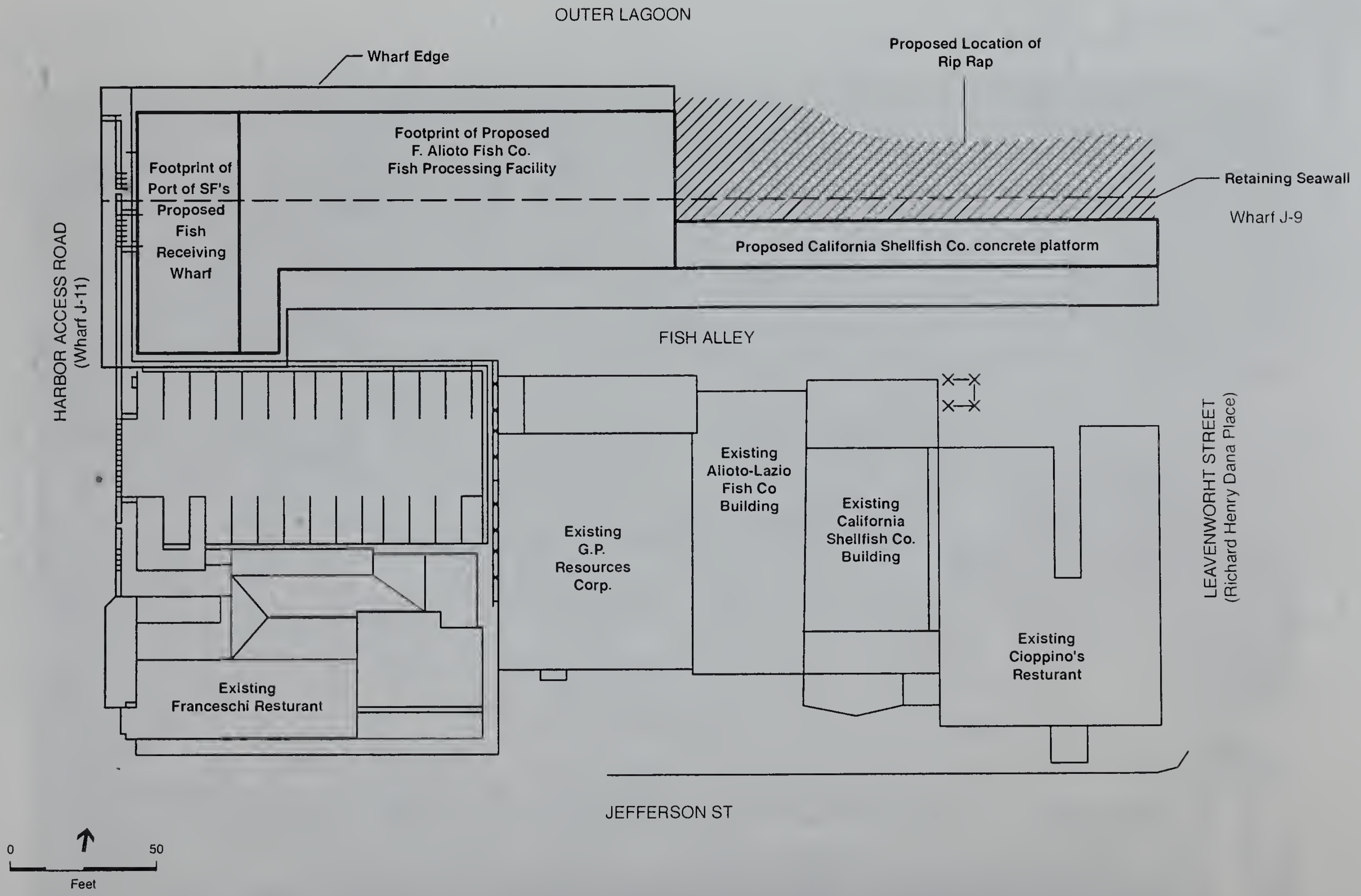


SOURCE: Port of San Francisco

Wharf J-10 Demolition and Reconstruction / 203428 ■

Figure 8

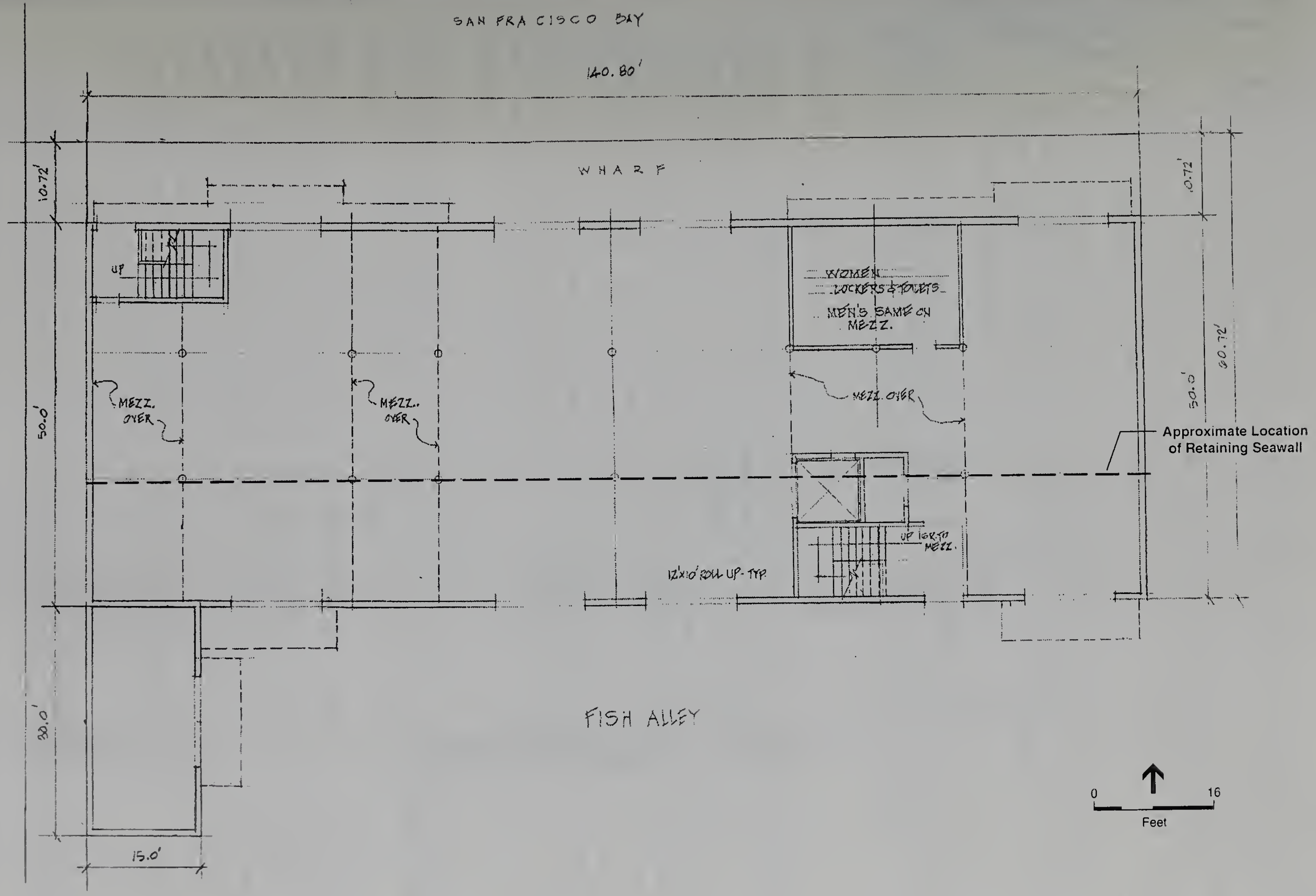
Example of Rip Rap to be
Placed at Wharf J-10 Site


OUTER LAGOON
Wharf Edge
Proposed Location of Rip Rap
Retaining Seawall
Wharf J-9
Footprint of Proposed F. Alioto Fish Co. Fish Processing Facility
Footprint of Port of SF's Proposed Fish Receiving Wharf
Proposed California Shellfish Co. concrete platform
HARBOR ACCESS ROAD (Wharf J-11)
FISH ALLEY
Existing Alioto-Lazio Fish Co Building
Existing California Shellfish Co. Building
Existing G.P. Resources Corp.
Existing Cioppino's Resturant
Existing Franceschi Resturant
LEAVENWORHT STREET (Richard Henry Dana Place)
JEFFERSON ST
0
50
Feet

SOURCE: Environmental Science Associates

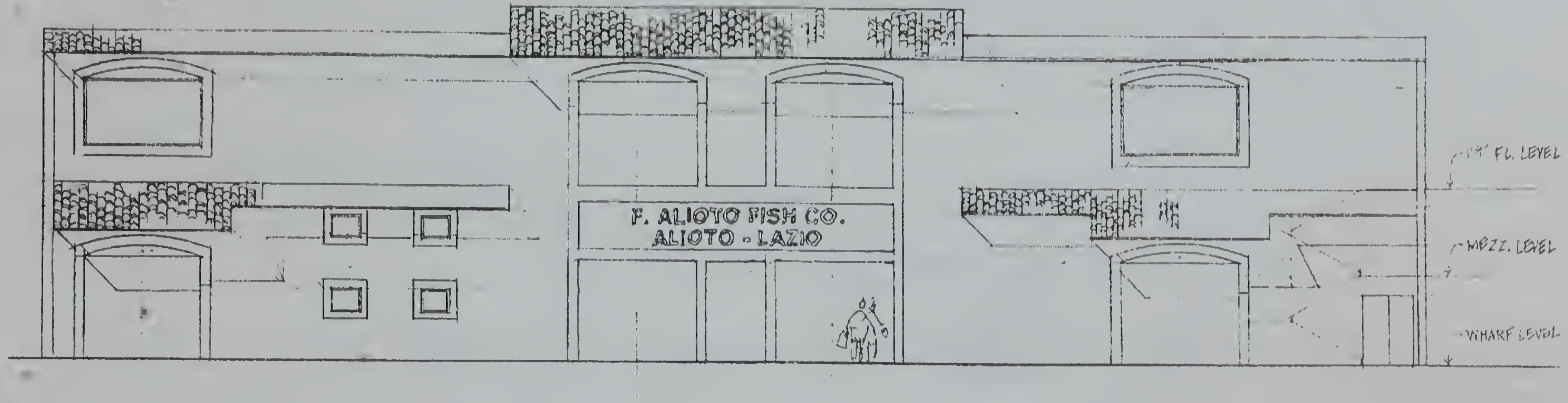
Wharf J-10 Demolition and Reconstruction / 203428

Figure 9
Proposed Site Plan



SOURCE: Gilbert Murphy Architect

Figure 10
Proposed F. Alioto Fish Co.
Fish Processing Facility Plan



SOURCE: Gilbert Murphy Architect

Wharf J-10 Demolition and Reconstruction / 203428 ■

Figure 11
Proposed F. Alioto Fish Co.
Fish Processing Facility Elevation,
Southern Facade, View from Fish Alley

facing class rip rap would be placed over the existing poor-quality rip rap, which would serve as an underlayment for the new rip rap. The new rip rap would be placed along approximately 160 feet of the length of the slope, three feet inland between the existing seawall and the proposed concrete platform. The new rip rap would also be placed outboard of the existing seawall, extending between 10 to 25 feet into the Bay, with the narrowest width at the top of the slope and the widest width at the base of the slope, to establish a more stable shoreline.

3) The Port would construct an approximately 3,435-sq-ft open deck fish receiving wharf on a section of the project site between the Hyde Street Harbor access road and the proposed F. Alioto fish processing facility. This wharf would be designed to allow future construction of a fish receiving building on top of the deck.

Construction of these elements could begin after demolition in Fall 2004. The estimated cost of the Port's open deck fish receiving wharf is approximately $600,000. The estimated cost of proposed F. Alioto and Cal Shell improvements are not determinable at this time because no final plans are available.

PROJECT SETTING

The project site is along the northern edge of San Francisco's waterfront in the Fisherman's Wharf area adjacent to San Francisco Bay, an area that is dominated by the fishing industry and visitor-serving commercial land uses. Fisherman's Wharf, which is a major visitor attraction in San Francisco, encompasses approximately 374 acres of land and water generally bounded by the US Pier Head Line in the Bay to the north, Pier 35 on the east, Bay Street and Francisco Street to the south, and Municipal Pier (Aquatic Park) to the west. Most of the land (including the project site) is under the jurisdiction of the City and County of San Francisco, and roughly 10 percent is under the jurisdiction of the National Park Service as part of the San Francisco Maritime National Historical Park, which includes the Hyde Street Pier and its fleet of national historic landmark vessels, a visitor center on the ground floor of the Argonaut Hotel at the corner of Hyde and Jefferson Streets, a maritime museum and library, Aquatic Park, and Municipal Pier.[5]

Nearby neighborhoods include North Beach, Telegraph Hill, and Russian Hill. Fort Mason, which is just west of Aquatic Park and is approximately one mile to the west of the project site, is part of the Golden Gate National Recreation Area and is under the jurisdiction of the National Park Service.

Historically, Fisherman's Wharf was a center for the fishing and maritime industries such as boat repair, maritime equipment supply, and fish processing and canning. Fisherman's Wharf is still a center of the San Francisco Bay Area's fishing industry and retains many fish handling and processing facilities, including 108,000 sf of new fish off-loading, handling and distribution space at Pier 45, approximately one-fifth of a mile east of the project site. In addition to Pier 45, the Hyde Street Commercial Fishing Harbor (Hyde Street Harbor), which is adjacent to the project site, constitutes another major element of the Fisherman's Wharf commercial fishing center. The Hyde Street Harbor extends into the Bay just beyond the Outer Lagoon at the northern terminus of Hyde Street Harbor Access Road (see Figure 1).

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[5] Municipal Pier was formerly part of the Golden Gate National Recreation Area, but responsibility for the pier was transferred to the Maritime National Historic Park in December 2003 (National Park Service (NPS) Visitor's Center, February 2004).

The Hyde Street Harbor opened in 2001 with a total of 190 berths. Fishing-related uses are also assembled around Fish Alley, such as F. Alioto's and Cal Shell's operations along Jefferson Street between Hyde and Leavenworth Streets and Coast Marine and Industrial Supply, Inc. at the northeast corner of Jefferson and Leavenworth Streets.

Jefferson Street, between Pier 39 and the San Francisco Maritime Museum National Historic Park (located at the western terminus of Jefferson Street roughly between Hyde Street and Van Ness Avenue), contains a high concentration of visitor-related commercial development. The north side of Jefferson Street is dominated by the fresh seafood restaurants, chowder houses, and crab shacks for which Fisherman's Wharf is well-known. The buildings along this side of Jefferson Street generally range between one to two stories. In addition, ferry services and bay cruises launch from the piers lining the north side of Jefferson Street, particularly at Piers 39 and 41. Visitor-serving retail uses, such as t-shirt and souvenir shops, dominate the south side of Jefferson Street. Other prominent destinations along the south side of Jefferson Street include The Cannery, an historic San Francisco Structure of Merit, and the Argonaut Hotel, a designated City Landmark, located on the block bounded by Jefferson, Beach, Leavenworth and Hyde Streets. The Cannery, a brick warehouse that was originally built as a peach cannery in 1907, was renovated in the 1960s into a shopping complex featuring clothing boutiques, art galleries, offices, restaurants, and a jazz club. The Argonaut Hotel borders The Cannery to the west and is located in the renovated historic Haslett Warehouse, a four-story timber and brick building completed in 1909 by the California Fruit Canners Association. In addition to a hotel, which opened in 2003, the Argonaut houses the Visitors Center for the San Francisco Maritime National Historic Park. In contrast to the one- to two-story buildings along the north side of Jefferson Street, buildings along the south side tend to be taller, at three to four stories in height.

The San Francisco Maritime National Historic Park, including the Hyde Street Pier and Aquatic Park, is administered by the National Park Service; these facilities are roughly located at Hyde Street and the western end of Jefferson Street. The Maritime National Historic Park includes the San Francisco Maritime Museum, expansive green space with benches, trees, and walkways, and the terminus of the Powell-Hyde Cable Car line. The Hyde Street Pier Walkway exhibits historic boats, buildings, and other artifacts that are a part of Fisherman's Wharf maritime history. Aquatic Park is essentially a man-made cove enclosed by the broad curve of Municipal Pier just west of Fisherman's Wharf. Aquatic Park offers a location for swimming, canoeing, and similar types of water recreation.

Ghirardelli Square, a designated City Landmark, is located just south, across Beach Street, from the Maritime National Historic Park. Ghirardelli Square is similar to The Cannery, in the sense that it is a former industrial building containing clothing boutiques, restaurants, art galleries, and a Ghirardelli Chocolate store. The building was built in the 1890s as a chocolate factory for Ghirardelli. In the early 1960s, Ghirardelli moved its chocolate factory across the Bay to San Leandro and by the mid-1960s the building was restored and converted into its present use as a shopping complex.

In addition to Ghirardelli Square, Beach Street, between Powell and Polk Streets, is a commercial corridor that continues the visitor industry uses of Fisherman's Wharf. Hotels, such as the Sheraton, the Courtyard Marriott, and Holiday Inn, are prominent features of Beach Street. Most of these hotels also contain ground-floor souvenir shops and restaurants. There are also several parking lots and garages along Beach

Street. Exceptions to the visitor-serving commercial uses on Beach Street include the Longshoreman's Memorial Building at the southwest corner of Beach and Mason Streets and an office building at southeast corner of Beach and Hyde Streets. Joseph Conrad Square, located on a triangular lot bounded by Leavenworth, Beach, and Columbus Streets, is a small park containing benches, trees, and walkways. In addition, a small collection of low-scale (two- to three-story) residential buildings is located at the southwest corner of Hyde and Beach Streets.

Along North Point Street, one block south of Beach Street, the high concentration of commercial uses typical of Jefferson and Beach Streets begins diminishing. Hotels, restaurants, and retail stores (i.e., North Point Center) are still the prominent uses between Mason and Leavenworth Streets. However, multi-family residential uses dominate the blocks west of Leavenworth Street and east of Mason Street. West of Leavenworth Street, the north and south sides of North Point Street contain low-scale (generally three-story) residential buildings. East of Mason Street, the south side of North Point Street is occupied by North Point Apartments—a large complex of four-story buildings containing 514 units. The Academy of Art College is located on the north side of North Point Street east of Stockton Street, across from the North Point Apartments.

Bay Street continues the transition away from the dense visitor-serving commercial uses of Fisherman's Wharf and maintains the pattern of North Point Street with residential uses generally occupying the blocks west of Columbus Avenue and east of Powell Streets and commercial uses dominating the blocks between Columbus Avenue and Powell Street. The North Beach Apartments building is an exception to this pattern as it occupies two full blocks bounded by Bay and Francisco Streets and Mason Street and Columbus Avenue. North Beach Apartments, which is an affordable-housing complex, is currently under renovation. The renovation will increase the number of units from 229 to 341 and will add ground-floor retail, including a Trader Joe's grocery store. The renovation is slated for completion in November 2004.

Public uses in the Fisherman's Wharf area include the North Point Wet Weather Treatment Facility at Bay and Kearny Streets and the San Francisco Municipal Railway (MUNI) Kirkland Bus Yard at the northeast corner of Bay and Powell Streets.

APPROVALS REQUIRED

The proposed project would require the following approvals:

- The Port must select a demolition contractor for the project.
- The Port must issue a demolition permit for the proposed demolition.
- BCDC must approve removal of the Wharf J-10 substructure, the necessary repair of the retaining wall, and stabilization of the water's edge with rip-rap.
- The RWQCB must authorize demolition/relocation of the groundwater monitoring well(s).
- The Port Commission must approve a lease amendment to permit the F. Alioto proposed reconstruction.

- The Port Commission must approve an agreement with Cal Shell to reconfigure its leasehold to occupy and use an area of the project site that extends parallel to the shoreline from the western boundary of its current leasehold to Leavenworth Street, between the retaining wall on the Bay side to the line of utility poles within Fish Alley. The area occupied by this reconfigured leasehold would be the same as under their current lease.

- The Port must issue a building permit for the proposed F. Alioto building/wharf, and the concrete platform for Cal Shell's fish processing operations.

- BCDC must approve permits for any reconstruction.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The proposed project has been evaluated to determine whether it would result in significant environmental impacts. The project could have a significant effect on Cultural Resources, because it would result in the demolition of a building that has been identified as being a potential historic resource and could potentially effect submerged historic maritime resources. Historic architectural and archaeological resources will be analyzed in the EIR.

EFFECTS FOUND NOT TO BE SIGNIFICANT

All other items in the following Initial Study Environmental Evaluation Checklist have been checked "No," indicating that Planning Department staff has determined that the proposed project could not have a significant adverse effect on the environment other than for Cultural Resources. Several of the other checklist items have been checked "Discussed," indicating that the Initial Study text includes discussion about those particular issues. For all of the items checked "No" without a discussion, the conclusions regarding potential significant adverse environmental effects are based on field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Planning Department, such as the California Natural Diversity Database and maps published by the California Department of Fish and Game. For each checklist item, staff considered both the individual and cumulative impacts of the proposed project.

In evaluating the potential environmental effects of the proposed project, the Planning Department reviewed the Waterfront Land Use Plan (Waterfront Plan) EIR. The Waterfront Plan establishes land use policy for all property under the Port's jurisdiction. The project site is located within the area covered by the Waterfront Plan EIR. The Waterfront Plan EIR evaluated potential program-level environmental effects associated with implementation of the Waterfront Plan. The Waterfront Plan EIR noted that subsequent individual projects would undergo environmental review to determine whether they could generate project-specific impacts. Impacts identified in Waterfront Plan EIR and associated mitigation measures determined applicable to this project are incorporated in this Initial Study.

The following potential impacts were determined either to be insignificant or to be mitigated to a less-than-significant level through measures included in the project. These items are discussed in Section III below, and require no further environmental analysis in the EIR: land use, visual quality, transportation impacts, population, shadow on public open space, wind tunnel effects, noise, air quality, utilities/public services, biology, geology/topography, water, energy, and hazards.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS	Discussed	Not Applicable
1) Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	X	
2) Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	X	

The proposed project would be subject to review according to local plans and policies, as well as by other agencies with jurisdiction over the proposed project. This section discusses the zoning, plans and regulatory approvals that are relevant to review of the project.

PLANNING CODE (ZONING)

The San Francisco Planning Code (Planning Code), which incorporates by reference the City's Zoning Maps, governs permitted uses, densities and the configuration of buildings in San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed action conforms to the Planning Code, or an exception is granted pursuant to provisions of the Planning Code, or a reclassification of the site occurs. The project would require demolition and building permits from the Port, because it would include demolition of an existing building and wharf structure, and construction of a new fish processing facility and wharf structure.

The project site is within a 40-X Height and Bulk District. This district allows a maximum building height of 40 feet, and does not place a limit on building bulk.

The project site is within a C-2 (Community Business) Zoning District. C-2 Districts emphasize compatible retail uses with a variety of goods and services to suit the longer-term needs of customers with greater latitude given to the provision of automobile-oriented uses. They provide convenience goods and services to both outlying and closer-in, denser residential areas of the City and they can provide comparison shopping goods and services to a citywide or regional market.

The project site is also located in the Waterfront Special Use District (WSUD) No. 1, Maritime Uses and Related Accessory Uses, which contains land use provisions that overlay the C-2 District as described in Section 240.1 of the Planning Code. These provisions permit maritime and related accessory uses within WSUD No. 1 that require access to or use of the San Francisco Bay in order to function or operate in the normal course of business, including waterborne commerce, navigation, fisheries and recreation.

PLANS AND POLICIES

In addition to the San Francisco Planning Code and zoning policies, the project site is subject to the San Francisco General Plan, the Waterfront Land Use Plan, and the San Francisco Bay Plan.

SAN FRANCISCO GENERAL PLAN

The San Francisco General Plan (General Plan) contains general policies and objectives to guide land use decisions, and contains some policies that relate to physical environmental issues. Sections of the General Plan that apply to the proposed project include the Urban Design Element, Recreation and Open Space Element, and the Northeastern Waterfront Area Plan.

In the General Plan's Urban Design Element, conservation policies call for preserving notable landmarks and areas of historic, architectural or aesthetic value, and promoting the preservation of other buildings and features that provide continuity with past development. The policies stipulate that older buildings that have significant historical associations, distinctive design or characteristics exemplifying the best in past styles of development should be permanently preserved. They call for more fully developed criteria for determination of historic significance and design value, with attention both to individual buildings and to districts, and that efforts for preservation of the character of landmarks should extend to their surroundings as well. The policies state that preservation measures should not, however, be entirely bound by hard-and-fast rules and labels, because to some degree all older structures of merit are worthy of preservation and public attention; and therefore, various kinds and degrees of recognition are required.

The General Plan's Recreation and Open Space Element calls for providing continuous public open space along the shoreline unless public access clearly conflicts with maritime uses or other uses requiring a waterfront location. For Fish Alley, it proposes maintaining the existing authentic character of Fish Alley north of and parallel to Jefferson Street, which supports a viable fish processing industry. It calls for improving public access along the wharves when compatible with public safety and fishing operations. The Recreation and Open Space Element also recommends maintaining and improving view corridors from public rights of way to fish processing areas, the outer lagoon, open waters of the Bay, and back to the City. Specifically regarding the project site, the Recreation and Open Space Element states that a pedestrian promenade should not be provided along the shoreline between Hyde and Jones Streets because of the fish processing activities along the Hyde Street Pier and Fish Alley; rather the promenade should continue along the north side of Jefferson Street.

Northeastern Waterfront Area Plan

The General Plan's Northeastern Waterfront Area Plan (Area Plan) calls for encouraging the retention and expansion of the commercial fishing and related activities in Fisherman's Wharf, and for maximizing views of the water and of waterfront activity. The Area Plan calls for providing a continuous system of parks, urban plazas, water-related public recreation, shoreline pedestrian promenades, pedestrian walkways and street greenways; and for providing as much public open space and peripheral access as is feasible in areas of maritime activity without interfering with the operation of this activity. It recommends preserving the historic maritime character of the Fisherman's Wharf area, and retaining older buildings of architectural merit or historical significance to preserve the architectural and historical character of the waterfront and ensure the compatibility of new development. The Area Plan calls for maintaining the fishing industry character in Fish Alley by preserving or increasing the level of fishing-related activities to the maximum feasible extent; for encouraging preservation and restoration of the maritime character of Fish Alley; and for providing a museum of the fishing industry and/or Wharf history in Fish Alley or elsewhere in the Wharf. Similarly, the Commerce and Industry Element includes maritime policies, one of which specifically promotes expansion of the fishing industry in the Hyde Street Harbor and Pier 45 area.

The proposed demolition and reconstruction of the fish processing building and Wharf J-10 would be consistent with some, but not all, applicable General Plan policies. The General Plan contains many policies, which may address different goals. The proposed project would remove a fish processing building that has been identified as having some historical importance (albeit one no longer suitable for fish processing, due to its condemnation and functional characteristics), and would not, therefore, be consistent with the urban design objectives and policies of the Northeastern Waterfront Plan. Impacts associated with this inconsistency will be discussed in the Cultural Resources section. However, reconstruction of the fish-processing building and a portion of the wharf would promote the goals of the Northeastern Waterfront Area Plan for retaining the fish industry in Fish Alley.

PORT OF SAN FRANCISCO WATERFRONT LAND USE PLAN

The Port's Waterfront Land Use Plan (Waterfront Plan) establishes land use policy for all property under its jurisdiction, extending from the north end of Fisherman's Wharf south to India Basin, including the Fisherman's Wharf Waterfront Subarea. The Port adopted the Waterfront Plan in June 1997, with Fish Alley Amendments adopted in October 2001. The objectives and goals of the Waterfront Plan are consistent with those of the San Francisco General Plan. This project, therefore, will not be subject to a Planning Commission review for plan consistency, but will be subject to a Port Commission review for plan consistency. The Waterfront Plan calls for restoring and expanding Fisherman's Wharf as a working fishing port; attracting revenue-generating new uses to help support fishing industry and public activities; and providing space for the existing and future needs of other maritime activities at the Wharf. It also calls for continuing to integrate public, commercial, and maritime activities to preserve and enhance the diversity of uses at the Wharf; encouraging activities that will facilitate use of the area by local residents and diminish the Wharf's image as a "tourist-only" attraction; and rationalizing and enhancing the public access and open space program at Fisherman's Wharf. The Waterfront Plan encourages improvements that would enhance the waterfront's historic character, while also creating new opportunities for San Franciscans to integrate Port activities into their daily lives. The Waterfront Plan Fisherman's Wharf Acceptable Land Use Table identifies Fishing Industry, Ship Repair, Public Access, Retail Sales only for Fish, and Community Facilities as acceptable uses for the northern portion of Fish Alley, which includes Wharf J-10.

Fish Alley Amendments

The Waterfront Plan Development Standards for Fish Alley are:

- Preserve the existing balance between fishing and commercial uses.

- Preserve the small scale maritime-industrial character of Fish Alley by retaining the older buildings to the extent possible consistent with continuing fishing industry operations, and adapting them to the needs of and use by modern fishing-related businesses. In the event a building cannot be retained, then any replacement building must be consistent with the Waterfront Design and Access Element and maritime industrial character of the area.

- In the Fish Alley Area, continue to give priority to fish processing and distribution; restaurants and bars oriented towards the fishing industry, businesses and citizens in the area; chandleries; other businesses serving the fishing industry; and support services for the proposed Hyde Street Harbor.

- Create a direct connection between the Hyde Street Harbor and Fish Alley.

- Operate and manage activities to ensure compliance with all applicable environmental and water quality laws and regulations. Coordinate compliance efforts with the Fisherman's Wharf Environmental Quality Advisory Committee (EQAC).

The Waterfront Plan's Waterfront Design and Access Element, in the Historic Resources section of its Design & Access Policies, inventories the waterfront's historic resources and presents Port-wide historic resources policies, along with policies for the most significant waterfront resources in areas including Fisherman's Wharf. It calls for nominating significant historic resources to the National Register of Historic Places; preserving and adaptively reusing significant historic resources where feasible; helping San Franciscans understand and enjoy their heritage by providing interpretive signage and informational displays about the waterfront's cultural and natural history; and requiring development of the waterfront to be compatible with historic resources. The Waterfront Plan Design and Access Element calls for recognizing the Fish Alley area as an Architectural Character District with area-specific design criteria that are (based on the Secretary of Interior's Standards for Rehabilitation) related to maintaining views as well as massing, scale (i.e., limiting the height of new development within Fish Alley to two stories), site coverage, articulation and character of new development, as well as alterations and additions.

Specific design criteria include:

- Existing views should be maintained by limiting the height of new development within Fish Alley to two stories;

- View corridors down Jones and Leavenworth Streets should be maintained by discouraging new development along these two streets within Fish Alley;

- Articulate the massing of new development and additions so that they respect the building widths, heights, and simple massing and detailing of Fish Alley's existing buildings;

- The footprint of new development and additions to existing buildings along Jefferson Street should extend the width of the lot with no side setbacks so that the continuity of the street façade wall is maintained;

- The front setbacks of new development along Jefferson Street should vary slightly in keeping with existing architectural pattern;
- The placement of infill development on the interior of the Fish Alley Study area should not encroach on the boundaries of the narrow alleyways, and should serve to enhance the delineation of the edges;
- Appreciate the scale that the typical building heights of neighboring buildings contribute to the character of the streetscape by holding new development to two stories or less;
- Opening patterns should be designed to communicate a human scale to pedestrians by articulating floor levels, or through glazing divisions;
- New development or additions should respect existing patterns and proportions of alternating openings and solidity of walls;
- Maintain the horizontal orientation of existing patterns throughout Fish Alley by aligning the horizontal elements of new development and additions with those of existing buildings;
- New development and additions should be constructed with simple, industrial materials that typify those found throughout Fish Alley;
- Varying building materials between existing buildings and additions is encouraged to visually distinguish new from old;
- New signage within the Fish Alley Study area should be kept simple and small scaled. The design of new signage should be in keeping with the historic signs of Fish Alley. Painted wood signs hung off the buildings or painted directly on the buildings are encouraged. Neon signs are not appropriate for the Fish Alley Study area;
- Site furnishings and landscaping should be kept minimal and simple, and should reflect the industrial and maritime character of the Fish Alley Study area;
- New landscaping within the Fish Alley Study area should be limited to small scaled plantings in planter boxes, and should not include street trees.

The project's consistency with these design criteria will be evaluated in the Cultural Resources analysis of the EIR and will include a discussion of the project's consistency with the Design and Access Element of the Fish Alley Area Design Criteria by Architectural Resources Group (ARG), an historic preservation firm contracted by the Port to conduct an architectural and historic resource evaluation of the Fish Alley area.

As with the General Plan, the proposed demolition of the fish processing building is consistent with some, but not all, of the above Waterfront Plan and Fish Alley Amendment policies. The Waterfront Plan policies call for the retention of historic structures if such retention is found feasible by the Port. The proposal to demolish the existing fish processing facility, which has been identified as a potential contributing resource to a historic district, would not be consistent with some of the Waterfront Plan policies. Reconstruction of the fish processing facility and wharf would promote continued use of Fish Alley for the fishing industry.

The proposed new fish processing building would be a two-story, 40-foot–tall structure and would be approximately 20 feet taller than the existing development on Fish Alley and Jefferson Street between Hyde and Leavenworth Streets (see Figure 11). In addition to consideration of inconsistencies that raise environmental issues, potential inconsistencies with the Waterfront Plan are considered by the Port Commission independently of the environmental review process, as part of the decision to approve or disapprove a proposed project. Any potential conflict not identified in this environmental document could be considered in that context, and would not alter the physical environmental effects of the proposed project.

SAN FRANCISCO BAY PLAN

The San Francisco Bay Conservation and Development Commission's (BCDC) San Francisco Bay Plan (Bay Plan) and its San Francisco-specific amendment, the San Francisco Waterfront Special Area Plan (SAP), contain many policies for the San Francisco waterfront. The Bay Plan and SAP encourage maximum feasible public access to the Bay shoreline consistent with the proposed project and minimization of Bay fill. The SAP has policies and sets forth permitted uses on new or replacement fill along the waterfront.

The SAP (as amended) in its Geographic Specific Policies and Recommendations for Hyde Street Pier through Pier 43, states that Fish Alley, located between the Hyde Street Pier and Pier 45, is the center of commercial fishing activity in San Francisco. Permitted Uses on New or Replacement Fill include Replacement of Existing Bay-Oriented Commercial Recreation; Breakwater; Berthing and Docking Facilities for Commercial Fishing Boats; Public Access; and Maritime. The SAP calls for improving and expanding Fish Alley facilities to serve the commercial fishing fleet, and maintaining and enhancing the area as a center for commercial fishing uses. It calls for permitting improved berthing, docking, and related activities for commercial fishing boats, including necessary sanitation facilities. The SAP recommends modernizing and improving the existing wharves and seawall lots for fish processing, marine repair and supply, and Bay-oriented commercial recreation, with fish processing predominant on the Bay side of these parcels.

The proposed project would be generally consistent with the SAP's policies that call for the modernization or improvement of the existing wharves and fishing facilities.

B. ENVIRONMENTAL EFFECTS

1) **Land Use** – Could the project:	Yes	No	Discussed
(a) Disrupt or divide the physical arrangement of an established community?		X	X
(b) Have any substantial impact upon the existing character of the vicinity?		X	X

The project would neither displace any existing uses nor disrupt or divide the physical arrangement of the Fisherman's Wharf area. The approximately 24,400-square-foot project site is occupied by the existing vacant fish processing building. The project would demolish this building and replace it with a level surface, rip rap edge, and guardrail; or one or all of the following elements: a new fish processing facility, a concrete platform to replace fish handling operations, and an open deck fish receiving wharf. The proposed uses would retain uses on the site that existed before the building was condemned, would be consistent with the character of the Fisherman's Wharf area, and would not have a substantial, adverse impact on the area's land use or to divide or disrupt an established community. As shown in the discussion, there would be no significant impacts on land use, therefore, no further analysis is required in the EIR.

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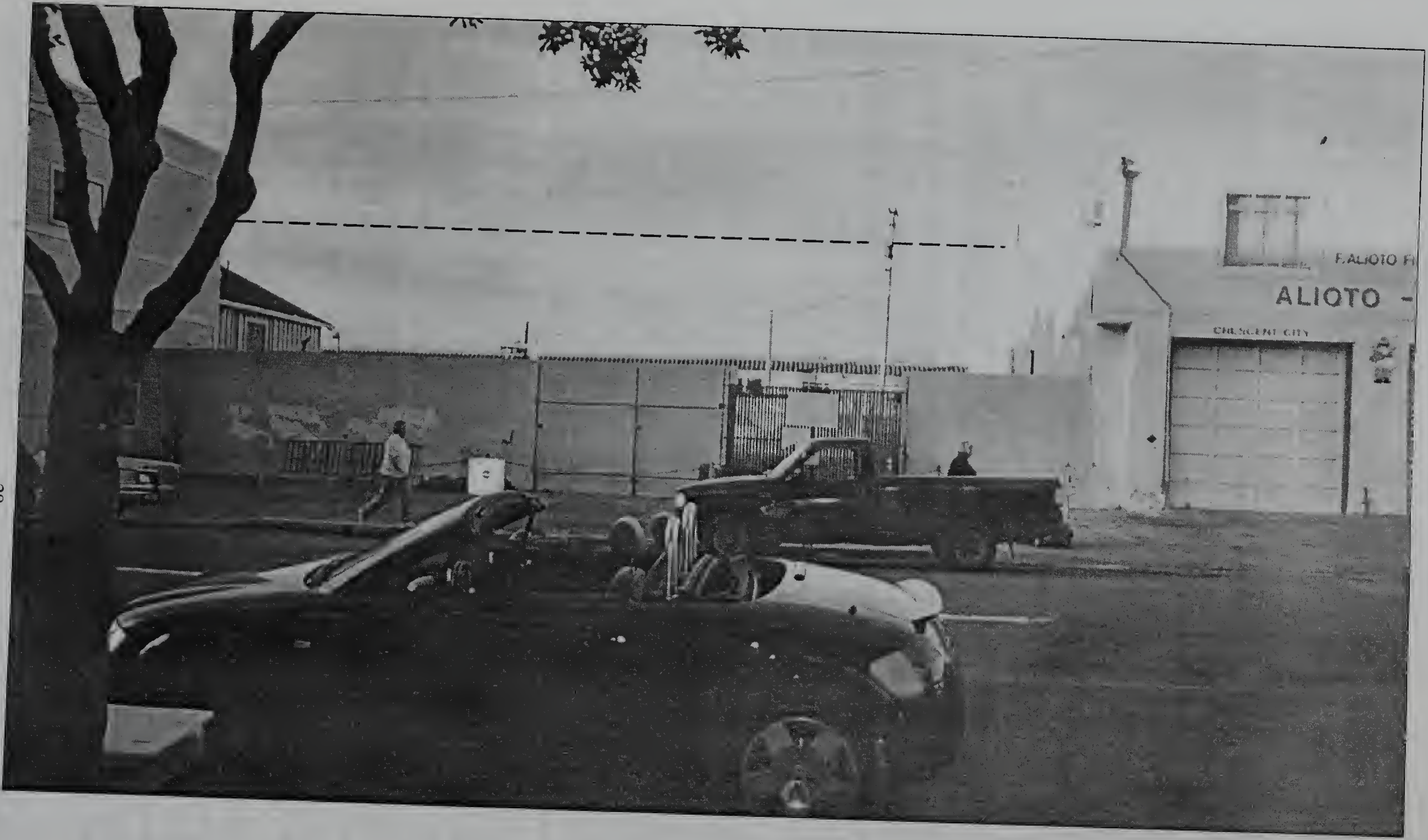
2) **Visual Quality** – Could the project:	Yes	No	Discussed
(a) Have a substantial, demonstrable negative aesthetic effect?		X	X
(b) Substantially degrade or obstruct any scenic view or vista now observed from public areas?		X	X
(c) Generate obtrusive light or glare substantially impacting other properties?		X	X

The aesthetic effects from the loss of the historic architectural features of the existing building and of the compatibility of the proposed new construction with the historic context of Fish Alley will be analyzed in the EIR. With respect to the proposed new fish processing building, the western portion of the project site would be reconstructed with a facility that would be approximately 40 feet tall. The proposed structure would be approximately twice as tall as the existing building and, unlike the existing building, the second story of the building would be visible from Jefferson Street. Although the building would be a two-story structure similar to the other buildings in the area, it would be 40 feet tall, exceeding the general building height profile currently existing along Fish Alley.

However, because the building would sit approximately 150 feet back from Jefferson Street, the taller height of the proposed building would not appear to be dramatically different compared to the buildings along Jefferson Street. When looking directly toward the project site only a small portion of the second story of the proposed building would be visible through an undeveloped lot on Jefferson Street (see Figure 12). The remainder of the proposed building would be blocked from view by the existing buildings along Jefferson Street. Under existing conditions, views of the roof of the existing building can



– – – – Approximate height of proposed building

SOURCE: Environmental Science Associates

Wharf J-10 Demolition and Reconstruction / 203428 ■

Figure 12
Approximate Proposed Building Height,
Jefferson Street Between Hyde and Levenworth Street,

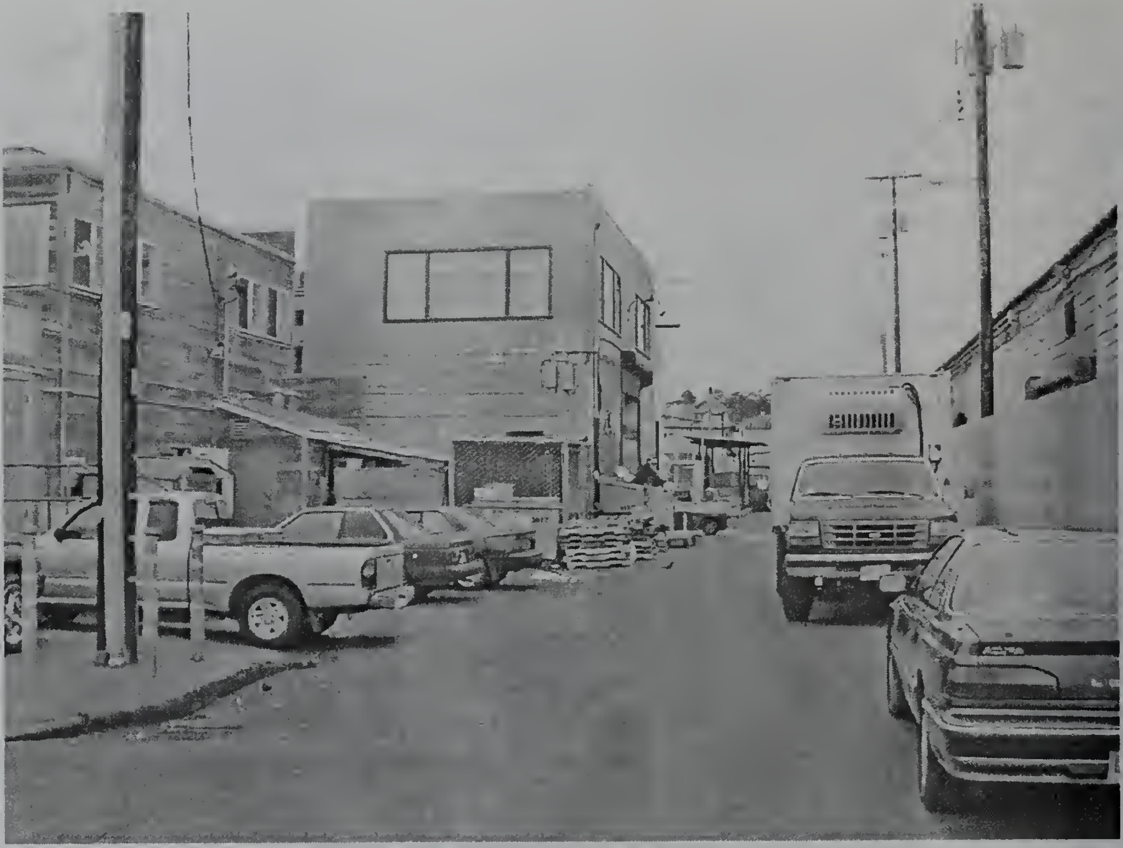
only be seen from the south side of Jefferson Street in front of the undeveloped lot. Oblique views of Jefferson Street in Figure 2 (p. 4), demonstrate that the project site is not visible from either end of the street. It is unlikely that the top of the proposed building would be visible above the rooflines of the buildings along Jefferson Street from these viewpoints.

Under the proposed project, views of the project site from the Bay would change from those of the existing fish processing facility to views of the backs of the buildings along Jefferson Street (see Figure 13). Views would change from the uninterrupted façade of Wharf J-10 to views of a collection of buildings with different heights and massing. Although views would change, this would not be considered a significant adverse impact on the visual quality of the area because the proposed project would not affect any existing significant vistas, nor would the proposed project have a substantial, demonstrable negative aesthetic effect, because the views would be consistent with the existing Fish Alley character. In addition, the proposed project would open up opportunities for new views of the Outer Lagoon from Fish Alley (see Figure 14). If the other project elements are implemented, views from the Bay would include views of a fish processing building similar in style to the existing building on the western half of the site, while the eastern half of the site views would include intermittent views of the backs of some of the existing buildings along Jefferson Street, including Cioppino's Restaurant, California Shellfish Co., and the Alioto-Lazio Fish Co. Building. Although the proposed F. Alioto fish processing facility would be taller than the existing structure, it would not block any existing view corridors.

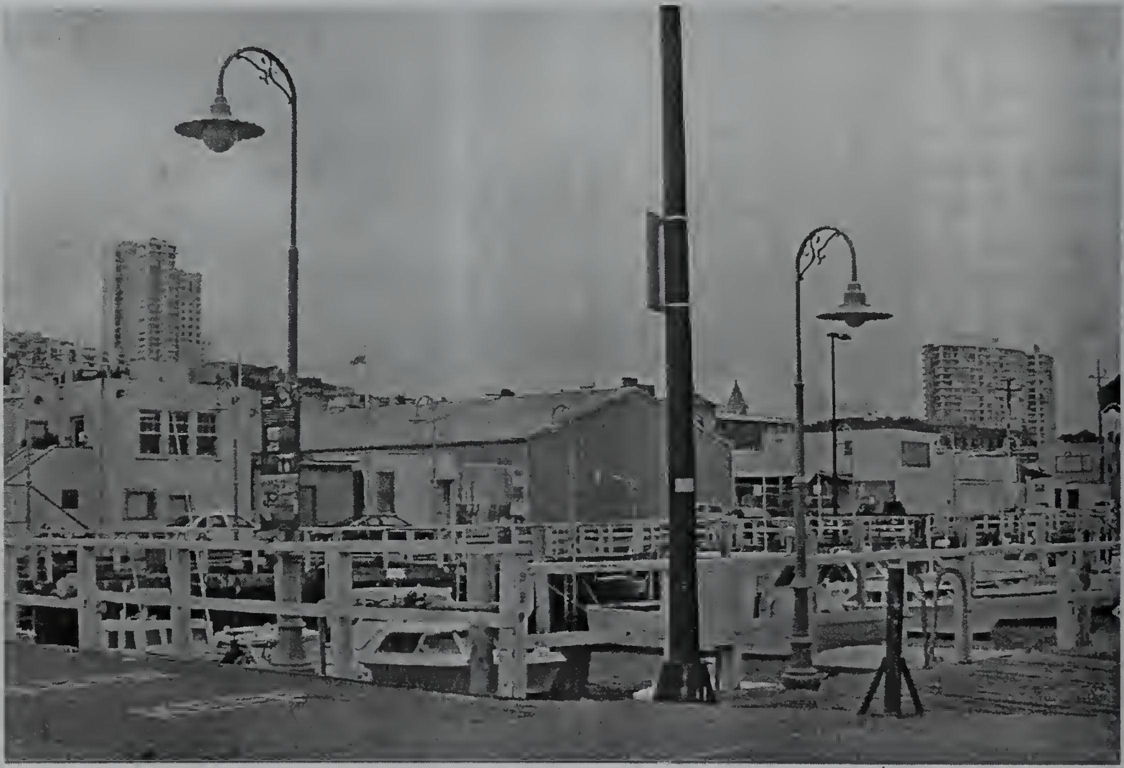
Other elements of the proposed building would be consistent with the existing structure, including patterns of alternating openings and solidity of walls. The level roofline of the proposed building with a mission-tiled parapet is in keeping with the horizontal rhythms of Fish Alley, and the building materials would include wood siding that would be consistent with the style of the existing building. Although visual quality is subjective, it cannot be concluded that the proposed project would result in a substantial negative effect, or that it would substantially degrade the existing visual character of the site and its surroundings. The project would not substantially degrade any scenic vista now observed from a public area. Overall, the proposed building would not result in a substantial, demonstrable negative aesthetic effect. In addition, because the proposed building would be located behind the one- to two-story buildings along Jefferson Street, it would not obstruct any existing scenic views or view corridors.

The eastern portion of the wharf would not be fully reconstructed, nor would a new building be built there. Instead, Cal Shell would lay a concrete platform on the upland portion of the wharf for use as a staging area to support its operations on the south side of Fish Alley. Because the concrete slab that is proposed for the eastern portion of the project site would be about the same height as the existing Fish Alley, the project could result in some new close-up views of the Fisherman's Wharf Lagoon from Fish Alley. However, the site would not be readily accessible and would also be occupied by trucks and other equipment necessary for Cal Shell's operations that would intermittently obstruct views to the Fisherman's Wharf Lagoon.

The views of Wharf J-10 from public access areas at the Hyde Street Harbor would change as discussed above regarding views from the Bay. However, the reconstruction proposals all include working fishing industry uses that could continue to be observed from those existing public access areas. From public



Rear facades of existing buildings along Fish Alley that would be visible from bay after demolition of Wharf J-10

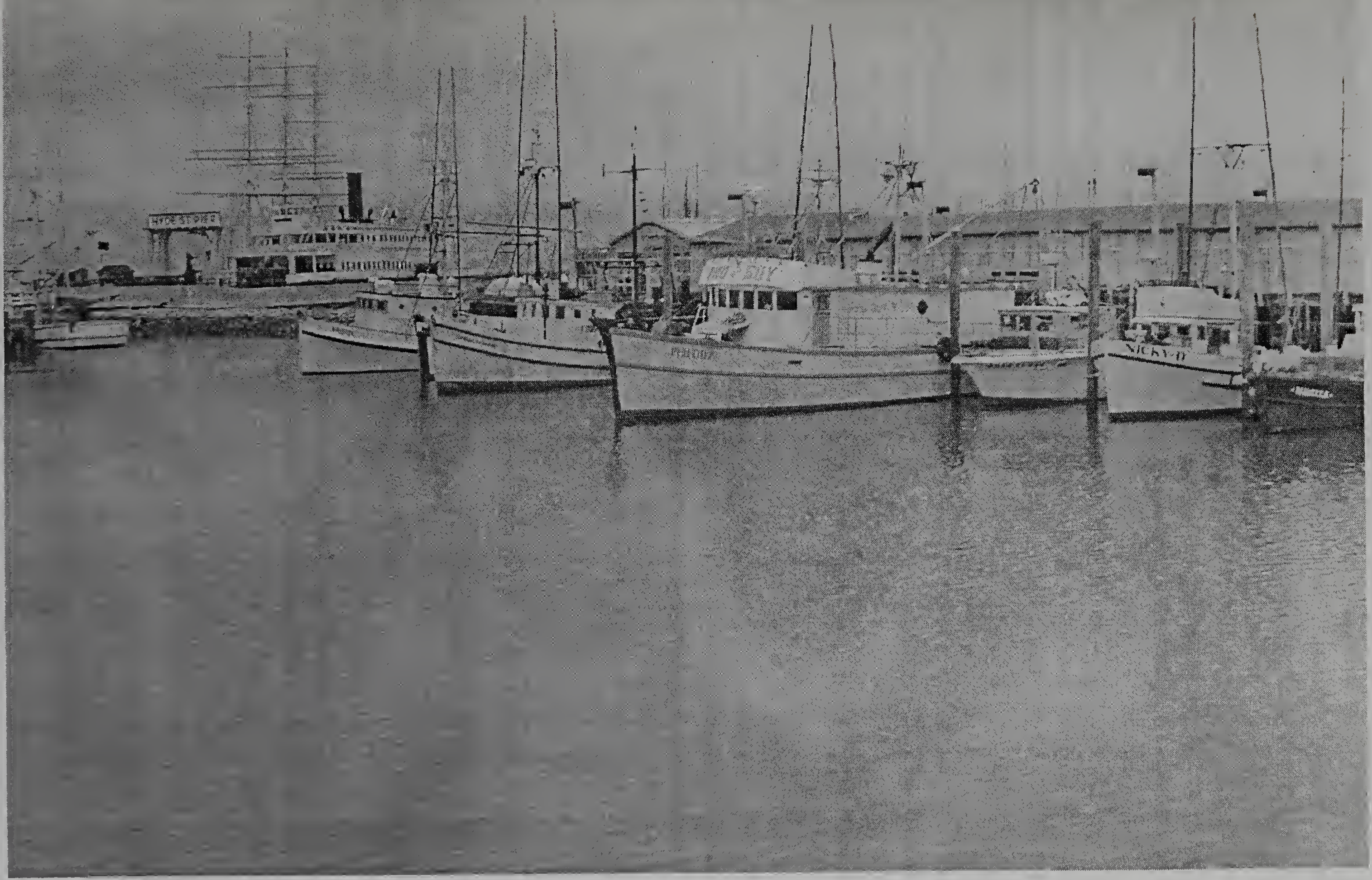


Rear facades of fishing related businesses along Jefferson Street between Jones and Leavenworth Streets

SOURCE: Environmental Science Associates

Wharf J-10 Demolition and Reconstruction / 203428 ■

Figure 13
Future Views of Fish Alley from the Bay
after Demolition of Wharf J-10



View of outer lagoon that would be available from Fish Alley after demolition

SOURCE: Environmental Science Associates

Wharf J-10 Demolition and Reconstruction / 203428

Figure 14
View of Outer Lagoon

areas such as sidewalks along Jefferson Street and other nearby locations in Fisherman's Wharf, views would remain essentially the same, due to the other existing fish processing buildings, commercial buildings, and fences along Jefferson Street that obstruct views of the project site. Only the second story of the proposed new fish processing building would be visible over a portion of the vacant lot on Jefferson Street between Hyde and Leavenworth Streets.

Implementation of the proposed project would require use of construction equipment and temporary structures and materials that could degrade existing views. However, this would be a temporary effect and would not be considered a significant view impact.

The project would comply with City Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. It is assumed that the proposed fish processing facility would not use building materials that would result in glare affecting other properties; therefore, no further analysis is required.

As shown in the discussion, there would be no significant impacts on visual resources; therefore, visual resources will not be further analyzed in the EIR.

3) **Population** – Could the project:	Yes	No	Discussed
(a) Induce substantial growth or concentration of population?	___	X	X
(b) Displace a large number of people (involving either housing or employment)?	___	X	X
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	___	X	X

The project site is vacant, and the proposed project would have no discernible effect on population growth or concentration in the neighborhood, city or region. Employment would temporarily increase in the area during project demolition and construction, and approximately 30 employees could work in the F. Alioto fish processing facility upon project completion.[6] This does not represent a substantial increase in employee population for the area. Thus, project-related employment does not require further analysis. In addition, because the project site was condemned and no employees have been working at the project site, no employees would be displaced by the proposed project.

The project would not include residential uses or any other features that would contribute to a change in resident population. The proposed project would not displace any existing housing units, or introduce any new housing in the area. As shown in the discussion, population effects would not be significant, and therefore, will not be analyzed further in the EIR.

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[6] Employment density estimated at 567 sq. ft. per industrial employee, based on: San Francisco Planning Department, "Transportation Impact Analysis Guidelines for Environmental Review," October 2002.

4) **Transportation/Circulation** – Could the project:	Yes	No	Discussed
(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?		X	X
(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?		X	
(c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?		X	
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?		X	

Under the proposed project, the existing vacant Wharf J-10 building would be demolished and replaced with a level surface, guardrail, and rip rap. Demolition and construction would have intermittent temporary traffic impacts caused from truck movements to and from the project site. Truck movements during peak commute hours would have greater potential to create conflicts than during nonpeak hours because of the greater numbers of vehicles on the streets. The intensity and nature of construction activity would vary over the construction period, and the effects of added truck traffic on area roadways would likewise vary. Because truck trips during construction would be spread over the workday, the temporary impact on traffic flow would be less than significant. There also would be temporary parking impacts caused by construction workers' vehicles at the project site.

Once demolition and construction is completed, it is not expected that traffic conditions in the area would change noticeably. However, the proposed F. Alioto fish processing facility, assuming it is constructed, would bring approximately 30 new employees to the project site, and would result in additional truck activity required for fish delivery and distribution. Given the nature of the fish processing industry, operational trips generated by employees and truck deliveries would primarily occur during early morning hours when the fishing boats return and trips generated by the project would not occur after the fish processing facility closes for the day. Because the project would add no new traffic during the afternoon/evening peak traffic period (4:00 to 6:00 p.m.), and most new trips would arrive before the morning peak traffic period (7:00 to 9:00 a.m.), the operational traffic of the project would have a less-than-significant effect on transportation or circulation conditions in the Fisherman's Wharf area. The proposed Cal Shell dock area would be an adjunct to Cal Shell's existing operation across Fish Alley and would not result in a substantial increase in activity or traffic. The Port's proposed receiving wharf could add a small increase in activity and traffic (less than the F. Alioto facility), which would similarly not result in adverse peak-hour impacts.

As shown in the discussion, there would be no significant impacts on transportation or circulation, therefore transportation and circulation will not be analyzed further in the EIR. Even though the impacts on transportation would be less than significant, the following improvement measures have been included.

Transportation/Circulation Improvement Measures

Consistent with standard practice, the project sponsor(s) and the construction contractor(s) would meet with the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT), which includes representatives from City departments, including Parking and Traffic, Police, Public Works, and Muni, to determine feasible traffic management measures to reduce the potential traffic congestion associated with the construction activities of this project and other nearby projects, including transit disruption and pedestrian circulation, . To minimize cumulative traffic impacts due to lane closures during construction, the project sponsor would coordinate with construction contractors for any concurrent nearby projects that are planned for construction or which later become known. A street space permit, enforced by the Bureau of Street Use and Mapping within the Department of Public Works, would be required to utilize public street space during project construction. The specific provisions of the permit would address issues of circulation, safety, parking and others, as developed in the above-cited meeting with ISCOTT. Conditions of the street space permit/agreement would be enforced by inspectors from the Department of Building Inspection.

In addition, the Port's WLUP EIR (p. 647-648) contains improvement measures to ensure that new projects proposed in areas of the waterfront under the Port's jurisdiction conform with the goals and policies of the WLUP. Transportation improvement measures from the WLUP are mostly concerned with improving pedestrian and bicycle circulation, including, but not limited to, removing sidewalk obstructions, providing adequate crosswalks, and implementing a light rail line. These improvement measures are not applicable to this project.

As mentioned above, the proposed project would not have significant impacts on transportation and circulation. Therefore, this topic will not be analyzed further in the EIR.

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5) **Noise** – Could the project:	Yes	No	Discussed
(a) Increase substantially the ambient noise levels for adjoining areas?		X	X
(b) Violate Title 24 Noise Insulation Standards, if applicable?		X	
(c) Be substantially impacted by existing noise levels?		X	

Sensitive Noise Receptors

Sensitive noise receptors, i.e., pedestrians and users of outdoor recreational space, may be located outdoors at Aquatic Park to the west behind the Hyde Street Pier, which is adjacent to the project site. The closest residences are located at the corner of Hyde and Beach Streets, approximately two blocks south of the project site. Other nearby residences are located approximately three or more blocks away along North Point Street, between Leavenworth and Larkin Streets. The project area also includes numerous hotels, one of which, the Argonaut Hotel, is one block south of the project site on Jefferson and Hyde Streets, and another approximately two to three blocks southeast of the project site on Beach Street between Leavenworth and Jones Streets, and between Jones and Taylor Streets. No schools or California-licensed child-care centers are located within three blocks of the project site. The closest child-care facilities in the area are located more than four blocks away at 940 Filbert Street, 715 Chestnut Street, and 555 Chestnut Street.[7] The proposed project would be a continuation of historical uses, would be compatible with existing uses in the area, and is not expected to discernibly increase ambient noise levels in the surrounding area.

Demolition and Construction Activity Noise

Building demolition and construction would temporarily increase noise in the site vicinity. The demolition period would last approximately one month. Construction of the fish processing facility and pier would take approximately 17 months. Noise from demolition and construction activities, especially impact tools and pile driving, could result in noise peaks that may disrupt nearby tourist-serving commercial uses, people at Aquatic Park, and nearby residences and hotels by interfering with normal speech and concentration (above exterior noise levels of 70 to 80 dBA).[8] The effect would be limited in time, depending upon the phase and duration of demolition and construction activities.

Sections 2907 and 2908 of Article 29 of the San Francisco Police Code (Police Code) regulate construction equipment and construction work. Section 2907(b) states “it shall be unlawful for any person, including the City and County of San Francisco, to operate any powered construction equipment, regardless of age or date of acquisition, if the operation of such equipment emits noise at a level in excess of 80 dBA when measured at a distance of 100 feet from such equipment, or an equivalent sound level at some other convenient distance.” Exemptions to this requirement include impact tools and equipment, pavement breakers, and jackhammers. The Police Code requires that such equipment be equipped with intake/exhaust mufflers and/or acoustically attenuating shields/shrouds recommended by the manufacturers and approved by the Director of Public Works to best accomplish maximum noise attenuation.

In addition to the 80-dBA noise limit, Section 2908 prohibits any person, between the hours of 8:00 p.m. of any day and 7:00 a.m. of the following day to erect, construct, demolish, excavate for, alter, or repair any building or structure if the noise level created is in excess of the ambient noise level by 5 dBA at the nearest property line unless a special permit therefore has been applied for and granted by the Director of Public Works.

Construction-related noise levels at 50 feet range from about 76 to 85 dBA for most types of construction equipment with slightly higher levels of about 88 to 91 dBA for certain types of earthmoving and impact equipment. In addition, pile driving could generate noise levels of 90 to 105 dBA at a distance of 50 feet.

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[7] State of California, Department of Social Services, Community Care Licensing Division, Licensing Information System Directory Report, July 2004.

[8] Noise peaks generated by construction equipment could result in temporary disturbance (e.g. speech interference) to persons in nearby buildings if the noise level in the interior of the building exceeds 45 to 60 dBA. A typical building can reduce noise levels by 20 to 25 dBA with the windows closed, although the actual noise attenuation may vary depending on building construction and design. Assuming a 20 to 25 dBA reduction with the windows closed, an exterior noise level of 70 to 80 dBA at receptors would maintain an acceptable interior noise environment for normal conversation.

It should be noted that such noise levels would be sporadic rather than continuous in nature because different types of construction equipment would be used throughout the demolition process.

As the receptor moves away from the noise source, the rate of attenuation (lessening) is about six decibels (dBA) for every doubling of distance from a point source.[9] Average demolition-related noise levels would generally be maintained below 80 dBA throughout project implementation at distances of approximately 100 to 125 feet from the site. Distances of approximately 200 feet would generally maintain average noise levels below 70 dBA. In addition, the buildings separating the project site from many of the sensitive receptors in the area would also lower noise impacts from the project site. Because the Hyde Street Pier is adjacent to the property line, noise would be relatively high on portions of the pier. Because Aquatic Park, which is behind the pier, encompasses several city blocks, receptors would be expected to move to quieter locations in the park if the noise levels prove to be a nuisance. However, nearby employees and visitors at tourist-serving commercial uses to the south (along Jefferson Street and at the Cannery), and to the west and northwest (Hyde Street Pier) would be temporarily affected by demolition and construction noise.

The Port, as part of the WLUP EIR, has implemented improvement measures to reduce noise produced by individual projects that must comply with the standards set forth in the WLUP EIR, including the proposed project. Noise improvement measures listed in the WLUP EIR (p. 649) that are applicable to this project include:

- To reduce construction noise impacts, the Port should require construction contractors to limit noisy construction activities to the least noise-sensitive times of day and week if feasible (e.g., 7 am to 6 pm, Monday through Friday).

- Prior to noisy construction activity (i.e., pile driving), contractors should notify and meet with neighboring residents and business occupants to inform them of dates, hours, and duration of such activities so that these parties might plan their activities accordingly.

- Procedures with the highest noise potential should be scheduled for the times when the ambient noise levels are highest when feasible (i.e., during peak commute hours).

- For work in areas containing noise-sensitive uses, contractors should be required to employ the quietest among alternative construction equipment or to muffle/control noise from available equipment.

As an additional improvement measure for this project, the Port would require the construction contractors to use a hydraulic or vibratory pile driver, if feasible, or predrill holes to the maximum depth feasible on the bases of soil conditions. Contractors would be required to use state-of-the-art noise shielding and muffling devices around any pile driver. The Port would also require that the contractor limit any installation of piles to result in the least disturbance to neighbors.

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[9] Thus 91 dBA at 50 feet would attenuate to 85 dBA at 100 feet, 79 dBA at 200 feet, and 73 dBA at 400 feet while 85 dBA at 50 feet would attenuate to 79 dBA at 100 feet, 73 dBA at 200 feet, and 67 dBA at 400 feet.

Operational Noise and Vibration

Operational activities associated with the proposed project that would generate noise include vehicular circulation. An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. The project would not cause a doubling in traffic volumes and therefore would not cause a noticeable increase in the ambient noise level in the project vicinity.

Based on the above, there would be no significant noise impacts; therefore, noise will not be analyzed further in the EIR.

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6) **Air Quality/Climate** – Could the project:	Yes	No	Discussed
(a) Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?		X	X
(b) Expose sensitive receptors to substantial pollutant concentrations?		X	X
(c) Permeate its vicinity with objectionable odors?		X	
(d) Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?		X	X

Construction Air Quality Emissions

Demolition, land clearing, grading, new construction, and other ground-disturbing activities for removal of the fish processing building, stabilization of the water's edge and construction of a level surface would temporarily affect local air quality for approximately one month, causing a temporary increase in particulate dust and other pollutants. If one or more of the improvements (F. Alioto, Cal Shell, Port) are implemented, construction could last for up to about 17 months. Dust emissions during demolition and grading would increase particulate concentrations near the project site. A portion of these emissions would likely result from equipment traveling over unpaved areas and such dust emissions would have the greatest nuisance potential. Fugitive dust is emitted during disturbance of soil and as a result of wind erosion over exposed earth. Dustfall can be expected at times on surfaces within 200 to 800 feet of the source.

Under high winds exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Dust generated from demolition and construction is composed primarily of particularly large particles that settle out of the atmosphere more rapidly with increasing distance from the source and are easily filtered by human breathing passages. In general, dust generated by demolition and construction activity would result in more of a nuisance than a health hazard in the vicinity of the project site. About one-third of the dust generated by demolition and construction activities consists of smaller size particles in the range that can be inhaled by humans (i.e., particles 10 microns or smaller in diameter, known as PM10, although those particles are generally inert). Persons with respiratory diseases immediately downwind of the site, as well as any unprotected electronics equipment, could be sensitive to this dust.

Dust generation would be highly variable. The amount of dust generated on a given day would be dependent on types and amount of demolition and/or construction activity, and meteorological and soil conditions. The highest potential for dust generation occurs during the summer months when winds are highest on average and soil moisture is lowest. Demolition activities would generate the most dust and this would be only be for a short duration (no more than two months).

Effects of demolition and construction activities would be increased dustfall and locally elevated levels of fine particulate matter. These impacts are considered to be significant on a temporary and localized basis. Mitigation Measure 1 on page 57 would reduce temporary adverse demolition air quality impacts. Because the project would include this mitigation measure, based on the above discussion, there would be no significant construction-related impacts on air quality and no further analysis is required in the EIR.

Operational Air Quality Emissions

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts. These thresholds are based on the minimum size projects, which the district considers capable of producing air quality problems due to vehicular emissions. The project would not exceed this minimum standard. Therefore, no significant air quality impacts resulting from operation of the proposed project would be generated, and no further analysis is required in the EIR.

Odors

Odors from fish-processing activities are part of the existing conditions in Fish Alley. The project would not result in a perceptible increase or change in odors on the project site or in the vicinity of the project. Therefore, no further analysis on odor impacts is required in the EIR.

Shadow

Although the proposed building would be twice as tall as the existing building on the site, the proposed building would not generate new shadows on any sun-sensitive resources in the area, such as publicly accessible open spaces. Shadows from the proposed project would fall mostly on the Fisherman's Wharf Lagoon, although, since only a portion of the building would be reconstructed, the net change in shadows on the harbor would not be substantial Therefore, no further shadow analysis in the EIR is required.

Wind

Because the proposed building and all surrounding building are of a low-rise nature (40 feet or less), the project would not cause any adverse wind effects. Therefore, the project could not result in any significant wind impacts and no further analysis is required in the EIR.

7) **Utilities/Public Services** – Could the project:	Yes	No	Discussed
(a) Breach published national, state or local standards relating to solid waste or litter control?		X	
(b) Extend a sewer trunk line with capacity to serve new development?		X	
(c) Substantially increase demand for schools, recreation or other public facilities?		X	
(d) Require major expansion of power, water, or communications facilities?		X	

Although service to the site has been discontinued, existing utilities are in place that served the prior fish processing use. The proposed project would not substantially increase the existing demand for utilities and/or public services in the area. The project would not generate solid waste in excess of the capacity of waste disposal services, and would not substantially increase water and energy consumption. Hence, utilities and public services would not be adversely affected by the project and will not be further analyzed in the EIR.

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8) **Biology** – Could the project:	Yes	No	Discussed
(a) Substantially affect a rare or endangered species of animal or plant or the habitat of the species?		X	X
(b) Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?		X	X
(c) Require removal of substantial numbers of mature, scenic trees?		X	X

The project site and a majority of the Fisherman's Wharf area are developed and covered with structures and other impermeable surfaces. Sea gulls are common to the area. Terrestrial birds in the area are limited to species adapted to urbanization and human presence such as English sparrows, starlings, and Brewer's blackbirds. The urbanized character and lack of suitable cover and food sources limit occurrences of terrestrial mammals to those species adapted to urban environments. These include Norway rats, house mice, meadow mice, and gophers, in addition to domestic and feral cats and dogs; none of these are rare or endangered species.

Because the project site is in a developed urban area and is almost completely covered by structures and impermeable surfaces, the proposed project would not affect any rare plants or possible animal habitats. No mature trees are located on the project site. No rare, threatened, or endangered species would be affected by the project.

The project would result in the removal of timber piles and the placement of new rip-rap rock fill on the eastern portion of the project site at the toe of the earth embankment that forms the southern edge of the

Fisherman's Wharf Lagoon and that now supports a portion of the fish processing building and Wharf J-10. This work would result in the loss of some marine habitat for some species and a gain in potential habitat for others. Habitat loss would include the removed substrate that would be buried by fill, while new habitat would be created for settlement of hard-bottom species that would attach to new rock fill (rip rap). The proposed removal of submerged pile portions of the Wharf J-10 would result in the loss of some organisms, but these organisms are common in adjacent areas and would likely recolonize the area following completion of the project. The project would result in a minor loss of benthic habitat, which would not be considered significant.

Pile removal and the placement of new rip-rap rock fill would result in short-term increases in turbidity that could reduce light availability and thus photosynthetic activity of phytoplankton.

Some avoidance of the project area by marine mammals would be likely during project construction. However, the short-term incremental increase in noise level is not expected to affect seals and sea lions or any known haul out spots in the project area.

As described further in Section 10, Water, page 44, the project would be subject to the provisions of the San Francisco Bay RWQCB's "Conditional Approval of Low Threat to Water Quality Activities, Northern Embarcadero Area" issued to the Port to protect water quality. Provisions of the Conditional Approval would include measures that also would minimize impacts on marine life, including implementation of best management practices (BMPs) to minimize the discharge of construction materials and incidental particulates from entering the Bay during construction; a prohibition on discharge of asphalt, creosote pile shavings, concrete, silt, clay, sand, sawdust, chemicals and treated materials, or other similar materials to the Bay; proper disposal of construction debris; and appropriate maintenance of construction equipment to avoid accidental spills to the Bay. It is possible that debris from the demolition of the wharf could fall into the Bay, but as discussed under the water quality section (below), provisions would be required by the San Francisco Bay RWQCB as a condition prior to the beginning of demolition or construction. These measures would include positioning a floating debris barrier and/or absorbent boom along-side areas where work is occurring and the immediate retrieval of any debris that falls into the Bay (see page 45).

Finally, consistent with Mitigation Measures H-1 and H-2 of the Waterfront Land Use Plan EIR, the Port would limit construction periods to avoid conflicts with Pacific herring spawning season and would require a bat survey prior to demolition and construction (refer to Mitigation Measures 2 and 3 on pages 57 and 60).

Biology Improvement Measures

Biological Resources Improvement Measure 2 from the WLUP EIR (p. 654) would apply to the proposed project and states that, "pier repair/replacement projects should be planned so as to leave old pilings in place whenever possible to avoid impacts to existing substrate. New pilings should be constructed of pre-stressed concrete, plastic, or steel that has not been pre-treated with anti-biofouling material, or by wooden pilings treated with materials approved by the RWQCB that would not substantially affect biological resources." This measure would, overtime, result in additional increases in fill in the Bay, but is recommended by the Corps of Engineers. Other improvement measures from the WLUP EIR that apply to Biological Resources, but that do not apply to this project, include measures relating to dredging, floating dock space for sea lions, and wetlands. As an additional improvement measure, the Port proposes to require the demolition contractor to wrap piles prior to removal to reduce the potential for release of particles into the Bay.

As shown in the discussion, there would be no significant impacts on biological resources, therefore, biology will not be further analyzed in the EIR.

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9) **Geology/Topography** – Could the project:	Yes	No	Discussed
(a) Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?		X	X
(b) Change substantially the topography or any unique geologic or physical features of the site?		X	

This section discusses the project-specific geologic and topographic impacts related to demolition of the site structures and construction of a new wharf and fish processing facility. A more programmatic evaluation of potential geologic and topographic impacts in the waterfront area is presented in the 1997 Waterfront Land Use Plan Final EIR (FEIR). Mitigation measures from the FEIR that apply to the proposed project are identified as Mitigation Measures 4 through 13 in Section III.D, pages 56 through 61 of this Initial Study. No new mitigation measures were identified as a result of this project specific review.

San Francisco General Plan Community Safety Element

The San Francisco General Plan Community Safety Element contains maps that show areas of the city subject to geologic hazards. The project site is located in an area identified to be subject to ground shaking from an earthquake along the peninsula segment of the San Andreas and northern Hayward faults (Maps 2 and 3 of the Community Safety Element), and the project is in an area of liquefaction potential (Map 4). The project is also located within a potential tsunami run-up area (Map 6). The site is not in a potential landslide hazard area (Map 5), nor is it subject to potential inundation due to reservoir failure (Map 7).

Site Geology and Topography

The project site is flat and is located within the Fisherman's Wharf Subarea of the San Francisco Waterfront. Geologic materials along the waterfront of this area generally consist of about 15 to 20 feet of artificial fill placed over Quaternary Bay Mud, which is typically underlain by Bay Side Sand and Older Bay Mud (City of San Francisco, 1997). Franciscan Bedrock is encountered at depths from 50 to over 100 feet. Limited excavation would be required for construction of the proposed project (approximately one foot); therefore the proposed project would not substantially alter the topography of the project site and will not be analyzed further in the EIR. .

Seismicity

The San Francisco Bay Area is a region of high seismic activity because of faulting within the San Andreas system. The principal faults of this system include the San Gregorio, San Andreas, Hayward-Rodgers Creek, Calaveras, Concord-Green Valley, and Greenville Faults plus the Mt. Diablo Thrust (USGS, 2003). The USGS estimates that there is a 62 percent probability of at least one magnitude 6.7 or greater earthquake occurring within the San Francisco Bay Area before 2032. While a magnitude 6.7 or greater earthquake would most likely occur on one of the seven principal faults, it could also occur on a different, known fault or a previously unidentified fault.

The nearest active faults are the San Andreas Fault, located 7 miles southwest of the site; the Hayward Fault, located 12 miles northeast; the San Gregorio Fault, located 10 miles southwest; and the Calaveras Fault, located 22 miles northeast. The San Andreas and Hayward-Rodgers Creek Faults have the highest probability of generating a 6.7 or greater magnitude earthquake before 2032.

Groundshaking and Secondary Effects

The project site would be expected to be subject to strong to violent groundshaking, corresponding to a Modified Mercalli Scale shaking intensity of VII to IX,[10] from an earthquake along one of the principal regional faults (Maps 2 and 3 of the Community Safety Element; ABAG, 2003). In addition, the project site is located in an area of liquefaction potential,[11] a secondary effect of groundshaking (California Geological Survey, 2001).

A range of effects due to ground shaking could occur in the event of an earthquake on one of the regional faults including structural damage resulting directly from the groundshaking, or from secondary effects including differential settlement, lateral spreading, and liquefaction. Such damage could place people at risk of injury and seismic ground waves, and differential settlement can fracture or sever underground utility conduits. These effects can be amplified in partially consolidated sediments, including artificial fill and loose sand deposits, such as those expected at the project site. Structures constructed on these materials are more susceptible to structural damage than those on more competent materials like bedrock or consolidated sediments.

Although some structural damage due to seismic shaking and liquefaction is typically unavoidable during an earthquake, building codes and construction ordinances have been established to protect against building collapse and major injury during a seismic event. In accordance with these requirements, prior to construction, a site-specific geotechnical investigation would be conducted and site-specific recommendations would be made for the construction of the building and wharf to protect against seismic hazards. The recommendations and final building plans would be subject to the review and approval by the Port's Engineering Division prior to issuance of a Port building permit.

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[10] The Modified Mercalli (MM) intensity scale is commonly used to measure, and to describe in lay terms, earthquake effects due to ground shaking. The MM values for intensity range from I (earthquake not felt) to XII (damage nearly total). Intensities ranging from IV to X could cause moderate to significant structural damage.

[11] Liquefaction is the failure of saturated earth materials when subjected to shaking.

In reviewing building plans, the Port Engineering Division refers to a variety of information sources to determine existing hazards and assess design and construction requirements. Sources reviewed include maps of Special Geologic Study Areas in San Francisco as well as the Engineering Division's working knowledge of areas of special geologic concern. For any development proposal in an area of liquefaction potential, the Port Engineering Division would, in its review of the building permit application, require preparation of a geotechnical report pursuant to the State Seismic Hazards Mapping Act. Therefore, potential damage to structures from geotechnical hazards on a project site would be mitigated through the Port's requirement for a geotechnical report, review of the building permit application pursuant to Port implementation of the Building Code, and implementation of the resultant recommendations.

Design and construction of the proposed facilities in accordance with applicable requirements of the San Francisco Building Code would ensure that the risk from earthquake-induced ground shaking and liquefaction is acceptable within the context of seismic risk throughout the Bay Area. This would be an improvement over existing conditions since existing structures were not built to today's seismic standards and the existing building on the project site has experienced substantial deterioration. Therefore, the project would not result in significant effects with regard to earthquake-induced ground shaking and earthquake-induced ground-shaking will not be analyzed further in the EIR.

Surface Rupture

The project site is not located in an Alquist-Priolo Earthquake Fault Zone[12] as defined by the California Geological Survey, and no active or potentially active faults exist on or in the immediate vicinity of the site.[13] Because of this, the potential for surface fault rupture is low and the impact is considered less than significant. Therefore, surface fault rupture will not be analyzed further in the EIR.

Tsunamis

The project site is located in an area of potential inundation should a 20-foot tsunami[14] reach the San Francisco coast (Map 6 of the Community Safety Element). Along Fisherman's Wharf, the height of an expected tsunami, originating from outside the Golden Gate, with a 100-year return period (i.e., expected to occur once every 100 years, on average) is 6.2 feet (City of San Francisco, 1997). Although seiches and tsunamis can occur and cause tidal surges in San Francisco Bay, the Bay greatly attenuates tsunamis that might reach the Golden Gate area and these events are extremely rare.

With demolition of the structurally inadequate building and wharf at Wharf J-10 and construction of a new wharf and building in conformance with current building requirements, construction of the proposed project would be an improvement over existing conditions with respect to geologic and seismic concerns.

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[12] Alquist-Priolo Zones designate areas most likely to experience fault rupture, although surface fault rupture is not necessarily restricted those specifically zoned areas.

[13] An active fault is defined by the State of California as a fault that has had surface displacement within Holocene time (approximately the last 10,000 years). A potentially active fault is defined as a fault that has shown evidence of surface displacement during the Quaternary (last 1.6 million years), unless direct geologic evidence demonstrates inactivity for all of the Holocene or longer. This definition does not, of course, mean that faults lacking evidence of surface displacement are necessarily inactive. Sufficiently active is also used to describe a fault if there is some evidence that Holocene displacement occurred on one or more of its segments or branches (Hart, 1997).

[14] A tsunami is a very large ocean wave that is caused by an underwater earthquake or volcanic eruption.

In light of the above, the project would not result in a significant effect related to geology and topography, and geologic and seismic concerns will not be analyzed further in the EIR. .

As shown in the above discussion, there would be no significant impacts on geology and topography; therefore, geology and topography will not be further analyzed in the EIR.

10) **Water** – Could the project:	Yes	No	Discussed
(a) Substantially degrade water quality, or contaminate a public water supply?		X	
(b) Substantially degrade or deplete ground-water resources, or interfere substantially with groundwater recharge?		X	X
(c) Cause substantial flooding, erosion or siltation?		X	X

Water Features, Drainage, and Combined Sewer System

The project site is located directly adjacent to Fisherman's Wharf Lagoon, which is part of San Francisco Bay. This area is located in the Northshore Drainage Basin of the City's drainage system, and natural drainage in this area flows to the Bay. However, because the City is almost entirely served by a combined sewage system that collects and transports both sanitary sewage and storm water runoff in the same set of pipes, nearly all of the City's storm water, including storm water from the on-land portions of the project site, drains to the combined sewer system. Therefore, drainage at the project site is largely controlled through the City's combined sewer system.

During dry weather, wastewater flows in the combined sewer system consist mainly of municipal (sanitary) and industrial sewage. Sewage from the east side of the City, including the project site, is transported to and treated at the Southeast Water Pollution Control Plant, located in the Bayview district, and treated wastewater is discharged to the Bay near Pier 80. During wet weather, the volume of wastewater in the City's sewer system greatly increases due to the addition of rainfall and storm water runoff which mixes with the municipal and industrial sewage. The increased wet weather flow in excess of the treatment capacity of the Southeast Plant is conveyed to and treated at the North Point Wet Weather Facility, located at Bay and Kearny Streets, or can be detained in storage and transport boxes for later treatment. During wet weather, treated wastewater from the North Point Wet Weather Facility is discharged to the Bay near Piers 33 and 35.

When rainfall intensity results in storm water flows that exceed the total capacity of the Southeast Plant, North Point Facility, and the storage and transport structures, the excess flows are discharged to the Bay, through 29 combined sewer overflow (CSO) structures located along the City's waterfront. Discharges from the CSO structures receive the equivalent of primary treatment,[15] referred to as "flow-through" treatment. The closest CSO structures to the project site are located at Laguna Street and Beach Street, about 3,800 and 3,000 feet, respectively, from Wharf J-10.

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[15] Primary treatment refers to physical treatment processes, such as screening and sedimentation, which remove large and heavy solids. Higher levels of wastewater treatment are secondary treatment, which involves oxidation of organic matter in wastewater using biological processes, and tertiary treatment, which involves chemical treatment to remove specific contaminants.

All discharges from the combined sewer system to the Bay, including those from the Southeast Plant, North Point Facility, and the CSO structures, are operated in compliance with a National Pollutant Discharge Elimination System (NPDES) permit from the San Francisco Regional Water Quality Control Board (SFRWQCB) (SFRWQCB, 2002).

Construction Activities

Project implementation would involve the following construction activities that have a potential to affect water quality: removal of 173 creosote-treated timber piles and replacement of between 45 and 60 new piles; placement of new rip-rap rock fill along the length of the seawall at the toe of the earth embankment that supports the existing fish processing building and Wharf J-10; construction of an asphalt lip to prevent untreated drainage into the Bay; and demolition of existing structures and construction of new structures over and adjacent to the Bay. Because the proposed project would involve coverage of less water than existing conditions, and would include pier demolition and construction as well as piling removal and replacement, the project would be subject to the requirements of the "Conditional Approval of Low Threat to Water Quality Activities, Northern Embarcadero Area" (Conditional Approval) issued by the SFRWQCB to the Port of San Francisco (SFRWQCB, March 14, 2003).

Provisions of the Conditional Approval that would be implemented for the protection of Bay water quality during construction include the following measures:

- The project must minimize fill in the Bay, and be conducted in compliance with a Bay Conservation and Development Commission permit.

- Adequate best management practices (BMPs) shall be performed to minimize the discharge of construction materials and any incidental falling particulates from the pier deck, temporary access areas, equipment staging areas and other construction areas.

- The discharge, or creation of a potential for discharge, of any material including asphalt, creosote pile shavings, concrete, silt, clay, sand, sawdust, or other materials to the Bay is prohibited.

- The project proponent will work to minimize the potential for debris, chemicals or treated materials to contact Bay waters. Any debris falling into the Bay will immediately be retrieved. A floating debris barrier and/or absorbent boom shall be positioned beneath and along-side areas where work is occurring as appropriate. The Port must first obtain Board staff approval for any exceptions to the use of floating debris barrier and/or absorbent booms.

- All material and debris generated as a result of this project shall be removed from the site and properly disposed of to an appropriate upland recycling or disposal site.

- Construction equipment shall be maintained and fueled in areas where accidental spills shall not impact waters of the State.

- Spill containment and cleanup equipment shall be maintained on-site throughout the duration of the project.

In addition to these measures, the Port would ensure that construction activities are scheduled to avoid conflicts with special activities of the nearby swimming clubs, as discussed in Mitigation Measure 14 on page 65.

In the Conditional Approval, the SFRWQCB finds that through compliance with the above provisions, regulated "low threat to water quality activities" would not cause significant permanent impact to waters of the State; that temporary impacts to water quality would be minimal; and that if BMPs are implemented during and after construction, no mitigation other than implementation of the applicable conditions is required. In addition, should any new information about project activities conducted under the Conditional Approval indicate a water quality problem, the SFRWQCB could issue waste discharge requirements specifying more stringent provisions for the protection of water quality. Therefore, water quality impacts related to construction over and adjacent to the Bay are less than significant with compliance with the Conditional Approval and additional measures proposed by the project sponsor.

As part of the renovations, 173 existing creosote-treated timber piles would be replaced with new concrete pilings. Creosote is an effective wood preservative in a marine environment but also may contain organic compounds toxic to marine organisms. Although removal of creosote pilings may release some organic substances, the effect would be temporary and if the timber piles are replaced with concrete or steel piles, the result would be a long-term improvement in water quality.

Post-Construction Activities

The proposed project area is entirely paved or covered with buildings, resulting in 100 percent impervious surfaces. Currently, almost all storm water runoff from the project site flows to the City's combined sewer system. Storm water run-off from the J-10 shed roof, and a small area of pavement approximately 400 sf near the intersection of Fish Alley and Leavenworth, may flow directly to the Bay.

Demolition of the existing buildings and wharf and construction of the replacement facilities would result in a net reduction of approximately 9,521 sf of impervious surfaces in the area where the wharf would not be reconstructed. The overall reduction in impervious surfaces would be about 39 percent of the total project area, which would increase the amount of rainfall falling directly on the Bay, and would result in a net reduction in storm water runoff (see Mitigation Measures 15 and 16 on page 64). A reduction of impervious surfaces at the site and the resulting decrease in the volume of runoff into the combined sewer system would result in an improvement in water quality over existing conditions.

The proposed F. Alioto building would result in a small increase in sanitary sewage and industrial wastewater flows to the City's combined sewer system, compared to existing conditions. This may trigger the need for a pump station currently located at the intersection of Jefferson and Leavenworth Streets to be upgraded to meet the future water quality and utility standards. The necessity of the pump station upgrade cannot be determined at this time; however, if the F. Alioto building is constructed, the conditions at the pump station would be monitored and decisions regarding an upgrade would be decided based on the future condition information. Upgrade of the pump station would have no adverse effects of its own. The discharge of that portion of water used for industrial purposes would be subject to the requirements of Article 4.1 of the San Francisco Public Works Code, which regulates the quantity and quality of industrial discharges to the combined sewer system.

In accordance with this article, the user of the new fish processing facility proposed by F. Alioto would be required to obtain a Class I discharge permit from the City and County of San Francisco to discharge the industrial wastewater to the combined sewer system. The discharge would be required to meet the permit's specified discharge limitations. In addition, the discharge of other materials that could obstruct or damage the sewer system; cause a nuisance; interfere with the operation, maintenance, or repair of the sewer system; or would directly or indirectly cause a violation of the City's federal or State sewage discharge permit would be prohibited.

In addition to requiring compliance with discharge limitations, the Class I permit would specify requirements for pretreatment of wastewater discharged to the sewer system, restrictions on peak flow discharges, restrictions on the hours of discharge, required payment of additional charges to defray the cost to the City created by the wastewater discharge, required sampling and monitoring prior to and during discharge, reporting requirements, requirements for investigations or studies to determine methods of reducing toxic constituents in the discharges, and other conditions and terms necessary to achieve the objectives of Article 4.1. The permit would be issued for a fixed time period, not to exceed five years. Reports, including a description of any violations, remedial measures taken, any process changes, are required to be submitted to the City on a quarterly basis.

The proposed F. Alioto fish processing facility is estimated to result in a water demand of approximately 2,600 gallons per day, which is assumed to be primarily for industrial usage with an incidental increase in sanitary sewage associated with 30 employees. The total volume of sanitary sewage and wastewater produced by the fish processing facility would not result in a measurable increase in flows to the City's combined sewer system or associated discharges to the Bay.

Therefore, with compliance with the City's industrial discharge permit and due to the very small increase in discharges to the City's sewer system, the proposed project would have no substantial impact on the City's combined sewer system, would not result in long term water quality impacts, and thus would be considered less than significant and will not be analyzed further in the EIR.

Storm Water Quality Impacts Related to Operation

The Industrial Activities Storm Water General Permit (Industrial General Permit) adopted by the State Water Resources Control Board in 1997 (SWRCB, 1997) applies to storm water discharges from regulated industrial facilities that drain directly to surface waters or indirectly through municipal separate storm sewers. Storm water discharges from the Port of San Francisco's maintenance facility and the Port's industrial tenants are required to comply with this permit. However, storm water discharges at the Wharf J-10 fish processing facility would not be subject to the Industrial General Permit because as stated above, storm water from the proposed new building would be captured and discharged to the City's combined sewer system, not discharged directly to the Bay or the Port's separate storm sewer system.[16] Storm water collected in the combined sewer system receives the equivalent of primary treatment, at a minimum, prior to discharge to the Bay in accordance with the City's NPDES permit. Therefore, long-term operational impacts associated with storm water runoff would be less than significant and will not be further analyzed in the EIR.

Waterfront Land Use Plan FEIR Water Quality Improvement Measures

The project site is subject to the Port's Waterfront Land Use Plan. Accordingly, Table 1 indicates the disposition of water quality-related mitigation measures that were identified in the 1997 Waterfront Land Use Plan Final EIR (FEIR) and approved by the Port Commission with adoption of the Waterfront Plan in June 1997. No significant hydrology or water quality impacts (beyond the unavoidable significant impacts related to regional dredge disposal, which does not apply to the Wharf J-10 project, were identified in the FEIR and no mitigation measures were identified. However, the FEIR did specify improvement measures that could reduce hydrology or water quality impacts that may be of concern. The FEIR improvement measures were reviewed in relation to the proposed project and all measures have either been incorporated into the proposed project or would not apply to the proposed project as summarized in Table 1 on page 49. In addition to the WLUP improvement measures, the Port, as an additional improvement measure, would require the contractor to wrap cloths around the piles prior to removal thereby reducing the potential for release of particles into the Bay.

As shown in this discussion, there would be no significant impact on water; therefore, water will not be further analyzed in the EIR.

11) **Energy/Natural Resources** – Could the project:	Yes	No	Discussed
(a) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?		X	X
(b) Have a substantial effect on the potential use, extraction, or depletion of a natural resource?		X	

Project construction would require consumption of energy in an amount that would be typical for the demolition and construction of a project of this nature. Upon project implementation, energy consumption would be similar to the amount previously consumed at the site. The proposed project would consume energy in the form of electricity, but would not generate a substantial increase in demand upon existing sources of energy, or require the development of new sources of energy.

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[16] Nearly all of San Francisco, including the project site, is served by a combined sewer system that captures both municipal sewage and stormwater runoff in the same set of pipes. While not applicable to the proposed project, there are a few isolated areas within the Port of San Francisco's jurisdiction that have a separate stormwater collection system and are regulated separately from the City's combined sewer system.

TABLE 1
SUMMARY OF WATERFRONT LAND USE PLAN FEIR WATER QUALITY IMPROVEMENT MEASURES AND APPLICABILITY TO PROPOSED PROJECT

Improvement Measure No.	Summary of Measure	Applicability to Proposed Project
1	Require connection to the combined sewer system or treatment of storm water discharges not served by the City's combined sewer system.	Incorporated as part of the proposed project, since it includes discharge of all wastewater and untreated stormwater to the City's combined sewer system. Stormwater discharge to the Bay would be treated to meet applicable water quality regulations.
2	Encourage participation of industrial facilities in the Port's Group Monitoring Program	Not applicable because the proposed project includes discharge of storm water to the City's combined sewer system.
3	Locate projects with wastewater disposal needs where appropriate sewer connections and laterals are available and meet current City building codes.	Incorporated as part of the proposed project. The Port has confirmed that the proposed project is located in an area where there are appropriate sewer connections.
4	Require water quality monitoring for projects that include construction or demolition of facilities on or adjacent to the Bay.	Subsequent to publication of the FEIR, the RWQCB has classified the demolition and construction activities that would be conducted as part of the proposed project as "low threat to water quality activities" and issued its Conditional Approval specifying measures to be taken for the protection of water quality. These conditions supercede the requirement for water quality monitoring and have been incorporated into the project.
5	Use erosion control measures during earth moving activities to minimize wind-borne or water-borne sedimentation to surface waters.	Subsequent to publication of the FEIR, the RWQCB has classified the demolition and construction activities that would be conducted as part of the proposed project as "low threat to water quality activities" and issued its Conditional Approval specifying measures to be taken for the protection of water quality. These conditions incorporate erosion control measures.
6	The Port should work with the City and other agencies to obtain and assure funding for annual updating of the San Francisco Oil Spill Prevention and Response Plan.	Does not apply because the project would not contribute to the potential for oil spills in the Bay.

Energy Improvement Measures

Energy improvement measures listed in the WLUP EIR (p.663-665) that are applicable to this project include:

- Operational energy consumption could be reduced by a variety of design measures. Many of these measures have been documented by the San Francisco Public Utilities Commission, Bureau of Energy Conservation for land use projects. Possible energy-efficient design measures include:
  - Energy-efficient equipment and appliances. Use of energy-efficient heating and cooling equipment and electric appliances could reduce operational energy consumption. The use of natural gas-fired space and water heating equipment, and energy-efficient electric appliances should be encouraged.
  - Reduced lighting. Appropriate reductions in building lighting can conserve energy consumed by the lighting equipment itself, and additional air conditioning required to remove waste heat generated by the lights, while maintaining adequate light levels. Reduced-lighting strategies include targeting light levels to specific tasks, use of more efficient lighting equipment, automatic lighting controls, and daylighting.
  - Natural cooling. Cooling loads could be reduced by taking advantage of San Francisco's year-round cool climate. Non-residential buildings could use outside-air economizers (which use cool outside air rather than energy consuming refrigeration equipment for air conditioning).
  - Optimized glazing. Optimized glazing is the most energy-efficient combination of glass characteristics in a building. Factors that affect energy consumption include the amount (percentage) of glass, the daylight penetration, and the shading coefficient. Optimized glazing would be most appropriate for non-residential buildings.
- Recycling of materials and conservation of water that would have energy benefits in addition to decreasing the consumption of other natural resources.

Other energy improvement measures listed in the WLUP EIR are not applicable to this project

As shown in the discussion, there would be no significant impacts on energy and natural resources, therefore, energy and natural resources will not be further analyzed in the EIR.

12) **Hazards** – Could the project:	Yes	No	Discussed
(a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?		X	X
(b) Interfere with emergency response plans or emergency evacuation plans?		X	X
(c) Create a potentially substantial fire hazard?		X	

Soil and Groundwater Quality

The proposed project site is located in an area that was originally part of the shallow margins of the Bay. Beginning in the 1850s, the area was gradually filled. The fill materials historically used in San Francisco commonly include materials excavated from nearby hills as well as human-made debris that could include contaminants. In addition, rubble from destroyed buildings, including hazardous materials that were used in the buildings, was commonly incorporated into the fill and built upon during reconstruction after the 1906 Fire and Earthquake. The post-earthquake fill commonly contains lead, polynuclear aromatic hydrocarbons (PNAs), heavy metals, oil and grease and volatile organic compounds (VOCs).

Based on the Hazards analyses conducted for the Waterfront Land Use Plan Final EIR (City of San Francisco, 1997) and adjacent Hyde Street Fishing Harbor Final EIR (City of San Francisco, 1996), the proposed project site is also located in an area with historic industrial land uses that involved the use of hazardous materials as well as many environmental cases where soil and/or groundwater contamination have been identified. Within the immediate vicinity of the project site, there have historically been numerous underground and aboveground petroleum storage tank systems, resulting in petroleum in soil and groundwater in the area and beneath the project site. Notably, the former Exxon/Mobil Oil Bulk Terminal was located adjacent to the project site, to the south, at 440 Jefferson Street, and soil and groundwater at the former terminal are known to contain petroleum; free product[17] was observed on the groundwater in some of the site monitoring wells. In 1990, several hundred gallons of petroleum were released to unpaved soil within the bermed tank yard at the Exxon/Mobil terminal. Contaminated soil within the bermed area was removed from the ground surface to the surface of the groundwater table; however, contamination remained in the groundwater and in soil outside the excavated area.

Soil and groundwater quality within the project site have been evaluated as part of two previous investigations to identify the extent of petroleum in the soil or groundwater originating from the former Mobil Oil site. Since 1990, under the regulatory oversight of the Department of Public Health or RWQCB, Exxon/Mobil has been required to investigate and remediate subsurface petroleum contamination, including installation of monitoring and extraction wells, removal of contaminated soil, removal of free product from groundwater wells, and monitoring and reporting petroleum concentrations in groundwater. Numerous groundwater monitoring wells, including one located on the project site, have been monitored quarterly since 1992. Groundwater from one well located within the project site contains total petroleum hydrocarbons as gasoline (TPHg), total petroleum hydrocarbons as diesel (TPHd), and benzene (at concentrations ranging from undetectable (<0.30 micrograms per liter) to 35 micrograms per liter).

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[17] Free product is petroleum fuel, such as gasoline or diesel, that is not dissolved in the groundwater but floats on the groundwater surface or sinks through the groundwater.

In compliance with a RWQCB request for technical report, Exxon/Mobil proposed additional investigation to characterize the extent of contamination and collect data needed to evaluate the feasibility of various remedial actions. Exxon/Mobile currently is analyzing the feasibility of various approaches to remediate soil and groundwater contamination in compliance with the RWQCB request. The RWQCB has approved a compliance schedule under which Exxon/Mobil will submit an "Environmental Risk Assessment" and a "Feasibility Study" by July 30, 2004, and a "Remedial Action Plan" detailing how Exxon/Mobil will implement the preferred remedial alternative by October 29, 2004. The RWQCB is responsible for ensuring that Exxon/Mobil's feasibility study adequately evaluates all appropriate remediation methods and sets clean-up goals that protect human health and the environment. The RWQCB is additionally responsible for ensuring that Exxon/Mobil executes its Remedial Action Plan in a timely and effective manner, without adverse environmental impact, and achieves applicable cleanup goals. While the proposed Wharf J-10 demolition might influence the logistics of executing remediation, it does not substantively impact the feasibility study or remedial action planning.

Because petroleum contamination beneath the project site is present at the groundwater table, approximately five to seven feet below ground surface, and the proposed demolition would not disturb soil below approximately two feet below ground surface (although the precise depth for excavation for foundation requirements has not yet been determined), demolition is not anticipated to pose a risk of impact or exposure to subsurface contamination. The monitoring well located within the project site would be properly abandoned, in accordance with state well construction standards, and would be replaced if required by the RWQCB. If subsequent construction requires excavation to the water table where contaminated soil and groundwater are anticipated (approximately five feet below grade in the area of excavation), the Port would notify the City and County of San Francisco Department of Public Health and the RWQCB. In addition, construction specifications would be required to address soil and groundwater management and worker health and safety precautions appropriate to site conditions, as required by the RWQCB.

If the excavation were to exceed 50 cubic yards of soil, the project would have to comply with the requirements of Article 22A of the San Francisco Health Code (also known as the "Maher Ordinance"), regulating site investigation and hazardous waste handling requirements. However, the proposed demolition is not expected to be subject to the requirements of the Maher Ordinance because that work would involve less than 50 cubic yards of soil. Therefore, the requirements to prepare a site history, conduct a soils investigation, and develop a site mitigation plan would not apply. Since excavation for the proposed project would be limited to a depth of approximately two feet, groundwater would not be expected to be encountered during construction. The soil excavation requirements for the proposed construction of the F. Alioto facility are currently unknown. If that excavation exceeds 50 cubic yards, the requirements of Article 22 would apply, and would have to be completed prior to the start of that work.

Based on known historic land uses and identified cases of soil and groundwater contamination in the vicinity of the proposed project, it is possible that the limited soil that would be excavated for the demolition could contain hazardous materials that could pose health and safety risks to the construction workers and public. It is also possible that the excavated soil could require special disposal requirements. In the event that less than 50 cubic yards of soil would be excavated, and Article 22A would not apply, Mitigation Measure 17, requiring preparation of a site health and safety plan, and Mitigation Measure 18, requiring stockpiling, analysis, and proper disposal of all excavated soil, would be implemented to reduce these potential impacts to less than significant. (These measures are included on pg. 64 and 65 of this Initial Study.) Potential exposure to hazardous materials in the soil and groundwater after construction of the proposed project would not be of concern because the project would include 100 percent impervious surfaces, and future site occupants and visitors would not contact the soil or groundwater.

In the event that construction of the proposed wharf and fish processing facility does require excavation of greater than 50 cubic yards of soil, Article 22A would apply to the proposed project. The regulations would take effect at the time of the building permit application and impose the following major requirements:

- Preparation of a site history report to describe past site uses and identify whether the site is listed as a hazardous waste site pursuant to state or federal regulations;
- Implementation of a soil investigation to evaluate the potential presence of hazardous wastes in the soil;
- Preparation of a soil analysis report that evaluates the results of chemical analysis of the soil samples;
- Preparation of a site mitigation report, if contamination is identified, assessing potential environmental and health and safety risks and recommending measures to mitigate the risks;
- Preparation of a certification report stating that either (1) no hazardous wastes present in the soil present an unacceptable risk and that no mitigation measures are required; or (2) all mitigation measures recommended in the site mitigation report have been completed and that completion of the mitigation measures has been verified through follow-up soil sampling and analysis, if required.

The site history report and the soil analysis report must be prepared by knowledgeable, certified professionals and provide information on historic and current hazardous waste contamination at the property to be developed. The site history report would be submitted to the San Francisco Department of Public Health. The soil analysis report would be submitted to the San Francisco Department of Public Health, and the California Regional Water Quality Control Board, San Francisco Bay Region. If the soil sampling and analysis report, or the site history report, indicate that the site proposed for development is listed on the National Priorities List or the list of California Hazardous Substances Account Act release sites, the applicant must certify that any site mitigation required by a federal or state agency has been completed.

Article 22A protects the health and safety of the City's workers, residents, and occupants from risks associated with hazardous wastes in the soil by requiring a site assessment and mitigation of any risks identified as a condition for construction of a planned project. If dewatering were required for construction activities, the pumped groundwater would be discharged to the sewer system in compliance with Article 4.1 of the San Francisco Public Works Code, described in the Water Quality section. Compliance with the requirements of Article 22A, if construction of the project includes the disturbance of more than 50 cubic yards of soil, and Article 4.1, if dewatering is required, would reduce impacts related to exposure to hazardous materials in the soil and groundwater to a less-than-significant level.

Hazardous Building Materials

Some building materials commonly used in older buildings, such as those that would be demolished as part of the proposed project, could present a public health risk if disturbed during an accident or improperly handled during demolition. These potentially hazardous building materials include asbestos-containing materials, electrical equipment such as transformers and fluorescent light ballasts that contain polychlorinated biphenyls (PCBs), fluorescent lights containing mercury vapors, and lead-based paints. Sampling performed at the site in 2000 and 2003 (North Tower Environmental, 2003) demonstrated that some of the materials used in the building, including flooring materials, ceiling and wall materials, window sealants, insulation, roofing tars and mastics, and various adhesives contained asbestos and that paint chips from the buildings were lead-based. These materials were abated and properly disposed of in April 2003 in preparation for demolition of the wharf (North Tower Environmental, 2003). Therefore, because hazardous building materials at the project site have already been properly abated, potential impacts related to hazardous building materials would be less than significant and require no further analysis in the EIR.

Creosote-Treated Piles

Wood piles that are used to support the existing wharf and buildings have been treated with creosote, which is an effective marine wood preservative, but may contain organic compounds toxic to marine organisms. Under California law (Health and Safety Code §25143), the pilings would not be considered a hazardous waste, unless otherwise classified by federal regulations, and can be disposed of at an appropriately permitted composite-lined waste disposal facility. Therefore, no hazards impacts related to disposal of creosote treated pilings are anticipated.

Hazardous Materials Use During Operation

Operation of a new fish processing facility could involve the use of standard chemicals, including solvents, cleaning products, oils, and the like, as well as refrigerants and other commercial-industrial chemicals. Because of the relatively small size of the proposed fish processing operation, and because the use of more hazardous chemical products is well regulated, the use of hazardous materials as part of project operation would be at minimal quantities and would not be expected to cause an adverse impact to public health. If significant quantities of hazardous materials are used and/or stored at the facility (755 gallons or 250 cubic yards, or 500 pounds), the facility operator is required to register with the Department of Public Health Hazardous Materials Unified Program Agency (DPH HMUPA), and develop and implement an emergency response plan, training plan, and hazardous waste reduction plan in compliance with DPH HMUPA requirements.

Fire Hazards; Emergency Response or Evacuation Plans

The project would result in a small increase in activity and on-site employment at the project site, compared to existing conditions. However, the project would include replacement of an aging structure with a new pier and building constructed in accordance with current building and fire codes. Therefore, the project would not result in a significant fire hazard, nor would it interfere with emergency response or evacuation plans.

Waterfront Land Use Plan EIR

The project site is subject to the Port's Waterfront Land Use Plan. No significant hazards impacts were identified in the 1997 Waterfront Land Use Plan EIR and no mitigation measures were identified related to hazards. However, the EIR did specify one improvement measure requiring abatement of hazardous building materials prior to demolition of a building. This measure has already been carried out as discussed above in the Hazardous Materials section of this Initial Study.

As shown in the discussion, there would be no significant impacts on hazards; therefore, hazards will not be analyzed further in the EIR.

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13) **Cultural Resources** – Could the project:	Yes	No	Discussed
(a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific Study?	X		X
(b) Conflict with established recreational, educational, religious or scientific uses of the area?		X	X
(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?		X	

Archaeological Resources

The project site is sensitive for submerged prehistoric and historic archaeological resources that are potentially eligible for the California Register of Historical Resources (CRHR). Early prehistoric resources may lie within San Francisco Bay submerged by sediment deposition and the rise in sea-level since the last period of glaciation. In addition, there is a possibility that three Gold Rush period shipwrecks may be located within the project site: the *Tonquin* (sunk in 1849); the *Carlota* (sunk in 1850), and the *Samoset* (sunk in 1852). Submerged remains of any of the three shipwrecks may be eligible for listing in CRHR under Criterion A (association with a locally, regionally, and nationally significant historical event, the California Gold Rush); Criterion C (significance to Naval Architecture for information regarding wood ship construction in the period prior to the trade practice of developing pre-construction plans); and under Criterion D (significant maritime historical/archaeological research value) as a contributor to the National Register-listed California Gold Rush Shipwrecks Thematic Group.

Pile driving activities related to the proposed retrofitting of the wharf or any excavation, pile driving or dredging required for construction of the new superstructure could adversely affect submerged legally-significant archaeological resources (historical maritime remains, early prehistoric deposits). This topic will be addressed in the EIR.

Historic Architectural Resources

As noted previously, the Fish Alley Study Area Historic Resources Evaluation and Design Recommendations concluded that the fish processing building on the project site, along with two other buildings in the area, were determined potentially eligible for the California Register of Historic Places as contributory buildings to a potential historic district. The existing Wharf J-10 building would be demolished as part of the project. This topic will be addressed in the EIR.

D. MITIGATION MEASURES

	Yes	No	N/A	Discussed
1) Could the project have significant effects if mitigation measures are not included in the project?	X			X
2) Are all mitigation measures necessary to eliminate significant effects included in the project?	X			X

Subsequent to initial approval on January 9, 1997, of the Port of San Francisco's 1997 Waterfront Land Use Plan FEIR (including the mitigation measures contained therein), the Port Commission adopted Resolution 97-50 on June 24, 1997, approving the Waterfront Land Use Plan. The adopted resolution included an amended set of the mitigation measures identified in the FEIR. Some of these measures are included here, but have been modified to address more specifically the adverse or potentially adverse environmental impacts associated with the project analyzed in this Initial Study. Additional measures are referenced in this section because they are directly applicable to the project analyzed in this Initial Study. Finally, some of the measures that the Port Commission adopted in connection with the Waterfront Land Use Plan are not applicable to this project, and therefore, are not included in this Initial Study. The Port has agreed to implement all the mitigation measures listed below to eliminate the potentially significant effects of the proposed project that are related to topics determined in Section III of this Initial Study to require no further analysis.

CONSTRUCTION AIR QUALITY

Mitigation Measure 1 – Demolition/Construction Activity Air Quality Impacts[18]

The project sponsor shall require contractor(s) to spray the sites with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand, or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions.

Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, -by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

BIOLOGY

Mitigation Measure 2 – Pier Replacement

To the extent feasible, the Port shall limit pier replacement to between March 1 and November 30 to eliminate any potentially significant impacts of pile driving or pier replacement on the Pacific herring fishery. In the event that pier replacement operations must conflict with the herring season, the Port shall consult with the permitting agencies, including but not necessarily limited to the U.S. Army Corps of Engineers, the California Department of Fish and Game, Bay Conservation and Development Commission, State Lands Commission, and Regional Water Quality Control Board. The Port shall comply with specific monitoring requirements established by these and other agencies to avoid impacts on the herring fishery. (Revised from the 1997 WLUP FEIR Measure H-1).

Mitigation Measure 3 – Demolition/Construction Activity

Prior to demolition or renovation of any abandoned building between August 15 and October 15, or between February 1 and May 1, a survey(s) shall be conducted during the same period by a qualified bat biologist.

If Townsend's western big-eared bat, a California Species of Special Concern, is found during an August – October survey, appropriate exclusion devices approved by California Department of Fish and Game (CDFG) and the United States Fish and Wildlife Survey (USFWS) shall be installed by a qualified bat biologist. Once the bats have been excluded, demolition may occur. If Townsend's western big-eared bats are found during a February – May survey, demolition shall not take place until the end of the nursing season in August. Exclusion devices shall be placed by a qualified bat biologist in accordance with CDFG and USFWS. (1997 WLUP FEIR Measure H-2). If no Townsend's western big-eared bats are found during the survey(s), no additional mitigation is required.

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[18] This mitigation measure is comparable to Mitigation Measure F-1 from the WLUP EIR (p. 649).

GEOLOGY

Mitigation Measure 4 – Geotechnical Investigation/Demolition

A geotechnical investigation shall be conducted under the direction of a Geotechnical Engineer prior to permitting any new construction or reuse of an existing structure for new uses that could increase the load of the structure. The investigation shall be performed to evaluate subsurface conditions and existing foundation conditions at the site. The geotechnical investigation shall evaluate the potential hazards such as settlement, ground shaking, ground rupture, liquefaction, subsidence, slope stability, and lateral spreading. Recommendations shall be made regarding the design of new foundations, upgrading of existing foundations, seismic design, and mitigation of geologic hazards. (1997 WLUP FEIR Measure I-1)

Mitigation Measure 5 – Pier Replacement

Piles that are in poor condition shall be repaired or demolished and removed. If repaired, piles that are deteriorated shall be replaced or the portion that is rotted or deteriorated shall be cut off and replaced with a concrete-filled steel sleeve. A structural engineer shall be consulted regarding the repair of the piers. (1997 WLUP FEIR Measure I-10b)

Mitigation Measure 6 – Pile Driving Plan

Prior to any vibration producing pile driving, the applicant shall submit and the Port shall review a pile driving plan and an analysis of potential impact to adjacent properties to determine whether the potential exists to damage off-site property.

As a standard practice, the Port shall require an application package that will indicate the amount of pile driving and the period over which pile driving may be required. The package shall include a survey of adjacent structures with information concerning their age, foundation type, construction type, status as a historic landmark or structure of special significance, and record of any existing damage. The package shall also identify adjacent City streets and the location of buried infrastructure. In addition, the application shall indicate any specific mitigation measures incorporated into the project to minimize hazards to structures. (Revised from the WLUP 1997 FEIR Measure I-3a and I-4)

Mitigation Measure 7 – Potential Damage from Pile Driving

To minimize pile driving hazards, the construction project shall provide supports to adjacent structures, including foundation support if needed. (Revised from 1997 WLUP FEIR Measure I-3b and I-4)

The applicant for the construction project shall post a surety bond to cover the costs of potential damage to off-site property from construction involving vibration inducing pile driving. (The bond is included as a mitigation measure because of the uncertainty that other mitigation measures shall protect off-site property from damage. If needed, the bond shall be used to repair off-site damage and thus mitigate that impact.) The amount of the bond shall be determined by the Port. (Revised from the 1997 WLUP FEIR Measure I-3c and I-4)

Mitigation Measure 8 – Pile Driving Notification

Prior to any construction that would require pile driving, the Port shall notify all property owners within 300 feet of the proposed construction activity at least three months prior to the date of initiating demolition or excavation, whichever is the first activity to occur. The Port shall provide an opportunity for all property owners to comment on the construction activity and allow them the opportunity to have their property photo-documented for its pre-construction condition. The Port is responsible for inspection of construction activities and should note any observations of proven or suspected subsidence damage on the site and at adjacent sites. This measure would allow adjacent property owners to document the condition of their property prior to initiation of an activity that could result in damage. If damage does occur, the measure would help to identify the extent of the damage caused by construction. (Revised from the 1997 WLUP FEIR Measure I-3d and I-4)

Mitigation Measure 9 – Earthquake Hazards

To minimize hazards to the future building occupants from non-structural damage, the Port shall require that building occupants carry out the following measures at a minimum: heavy objects should be attached to secure walls and floors, and light, loose objects should be placed to minimize their potential to move or overturn; large storage containers should not be loosely stacked, and those stored on shelves should have appropriate restraints or other means to prevent them from tipping or sliding off the shelves.

Heavy objects like freezers, boilers, chillers, laboratory equipment, battery racks and electrical transformers, heavy storage cabinets, tanks, safes, oversize file cabinets, etc., shall be firmly secured to floors and walls to prevent their falling or sliding. All equipment using natural gas shall be anchored. Care shall be taken to avoid placement of such objects where they could topple or move and block exit doors. (Revised from 1997 the WLUP FEIR Measure I-7b)

Non-structural interior elements (ceilings, partitions, light fixtures, HVAC, pipes, etc.) shall be designed to withstand strong ground shaking and remain intact. This shall be accomplished, for example, by selecting lightweight materials and firmly securing them to structural elements of the building and by using flexible connections for pipes. (1997 WLUP FEIR Measure I-7d)

The Port shall require the use of flexible utility connections and fasten water heaters to walls. Require the installation of automatic shut-off valves in all natural gas pipelines and provide similar emergency shut-off valves for other gas (oxygen and nitrogen) systems. Do not install automatic shut-off valves for water supplies. Require the posting of room/building layout diagrams that indicate the location of shut-off valves for natural gas. (1997 WLUP FEIR Measure I-7e)

The Port shall require fire extinguishers in all rooms and hallways and adjacent to all exit doors (including stairwell exits). Require that cabinets are not placed where they could overturn and block access to fire extinguishers. Require the training of all staff of offices, hotels, industrial facilities, restaurants and entertainment complexes in the use of fire extinguishers. (1997 WLUP FEIR Measure I-7f)

Implementation of this measure would reduce the hazards of an earthquake to an acceptable level of risk, within the requirements of the City of San Francisco. Earthquake hazards could not be entirely eliminated, and the proposed project would therefore result in significant effects related to earthquake hazards that could not be fully mitigated, by exposing increased numbers of persons to substantial danger in an earthquake.

Mitigation Measure 10 – Hazardous Materials Related to Earthquake Hazards

The Port shall take feasible steps to minimize potential earthquake safety risks related to hazardous materials in its operations and that of its tenants.

Specific steps may include appropriate seismic safety provisions, such as prohibiting the storage of hazardous materials in containers above head level (about five feet); anchoring hazardous materials shelves and heavy equipment to walls and floors; constructing heavy doors that are designed to remain shut during earthquake vibrations; providing hand-operable closures for vents and air ducts; and other provisions as discussed in the Association of Bay Area Governments' Hazardous Material Problems in Earthquakes: A Guide to Their Cause and Mitigation. Other measures shall be implemented as recommended by the San Francisco Fire Department and/or Health Department. Additionally, The Port shall prepare an Emergency Procedures Manual and periodically revise it to be consistent with changes in the facilities and operations. (1997 WLUP FEIR Measure I-8a)

The Port shall require the tenant to design all facilities for storage of hazardous chemicals in containers, such as cabinets, shelves, and drawers, to minimize potential hazards in an earthquake. The Port would require tenants to report on compliance and should conduct inspections for compliance (or contract with the Fire Department and/or Health Department to carry out inspections).

Storage facilities would include safety lips to contain spills and to reduce the likelihood of contents falling. All shelves and cabinets should be secured to a wall or ceiling. All cabinets and drawers should be provided with positive latches that would not open during earthquake motions and vibrations. Compressed gas cylinders, including empty ones, should be secured to fixed features. Gas cylinders should be secured at two locations along their vertical axis, one in the top one-third of the cylinder and another in the bottom third of the cylinder.

The Port would require storage of hazardous chemicals in approved containers and separation of incompatible chemicals in separate storage areas. If chemical storage is vented by an electric fan, an alternative (emergency) means of ventilation would be provided, which may be a mechanical (non-powered) vent. (Revised from the 1997 WLUP FEIR Measure I-8b)

Mitigation Measure 11 – Tsunamis

At the time of anticipated tsunami incursion, the San Francisco Police Department shall close off the immediate waterfront area of Aquatic Park, Fisherman's Wharf and the Hyde Street Pier to the public; all marina operators should close off access to the docks for the public and boat owners; and ferry boat operators should prevent people from standing on water-level ferry loading docks everywhere in the Project Area.

This mitigation measure would help to reduce the potential for casualties to occur from tsunami by keeping people away from areas where injury could occur. Damage to facilities would not be mitigated. (1997 WLUP FEIR Measure I-11a)

Mitigation Measure 12 – Facility Design

The Port and/or project occupants shall employ an engineer qualified in earthquake engineering to incorporate into the final design of individual facilities included in the project all economically feasible engineering methods to reduce the potential for loss of life-line services. This may include methods to improve unstable ground conditions, to strengthen infrastructure to be more resistant to earthquake induced ground movements, and to organize and prepare for earthquake response.

While specialized techniques for ground improvement to reduce liquefaction hazards likely are not practical or economically feasible over large areas, ground improvements within selected strategic sites may result in substantial hazard reduction to utility systems. In such areas a variety of ground stabilization techniques may be considered, such as compaction grouting, placement of stone columns, and deep soil mixing. (Revised from the 1997 WLUP FEIR Measure I-9a)

The project design shall incorporate flexible connections for utility lines and provide back-up supplies of water, power generators, and battery-operated telecommunications equipment. (Revised from the 1997 WLUP FEIR Measure I-9b)

Mitigation Measure 13 – Facility Inspection

Following construction of the proposed project, an inspection schedule shall be developed and followed for regular inspection and evaluation of the condition of the piers. In conjunction with the inspection schedule, a maintenance and repair schedule shall be developed and implemented. (Revised from the 1997 WLUP FEIR Measure I-10a)

Some measures specified in the FEIR do not apply to the project analyzed in this Initial Study and are not included above. The measures not included are:

- I-2 specifying requirements for open sub-grade structures and pits because there would be no sub-grade structures or pits created as a result of this project.
- I-5 specifying requirements for dredging projects because dredging would not be required for the proposed project.
- I-6 requiring that areas not immediately redeveloped be secured against life safety hazard and the potential to damage adjacent properties.
- I-7a regarding new high-occupancy and mid-rise structures (i.e. on the order of 6 to 15 stories) because the project would not include a high-occupancy or mid-rise structure.
- I-7c requiring emergency response supply and equipment storage for high occupancy buildings because the proposed project would not include a high occupancy building.
- I-7g requiring the Port to prepare an emergency preparedness and response plan and to require facilities with over 100 visitors or employees to prepare their own plan because the required Port plan has been prepared and the proposed project would not include more than 100 visitors or employees.
- I-9c requiring the Port and the City's Office of Emergency Services to plan routes of alternative emergency access to development sites because this is outside of the requirements of the proposed project and should be completed by the Port.
- I-11b requiring construction of larger and higher breakwaters at the Hyde Street Pier, Fisherman's Wharf, and marinas because this is outside of the scope of the proposed project.

WATER QUALITY

Mitigation Measure 14 – Construction Activities

The Port would ensure that construction activities are scheduled to avoid conflict with special activities of the nearby swimming clubs.

Mitigation Measure 15 – Storm Water Runoff at F. Alioto Site

Storm water runoff from the roof of the proposed F. Alioto building shall be directed through gutters and roof leaders towards discharge to the Bay. Roofing materials shall be specified to minimize introduction of pollutants into storm water runoff. This measure, if consistent with all applicable water quality regulations, could reduce volumes flowing to the combined sewer system.

Mitigation Measure 16 – Storm Water Runoff at Cal Shell Site

Storm water runoff from the Cal Shell support space along Fish Alley shall be collected and treated prior to discharge to the Bay. This measure could further reduce volumes flowing to the combined sewer system, if consistent with all applicable water quality regulations.

HAZARDOUS MATERIALS

Mitigation Measure 17 – Health and Safety Plan

Potential hazards to construction workers and the general public during demolition and construction shall be mitigated by the preparation and implementation of a site-specific health and safety plan. The health and safety plan shall meet the requirements of federal, state and local environmental and worker safety laws. Specific information to be provided in the plan includes identification of contaminants, potential hazards, material handling procedures, dust suppression methods, personal protection clothing and devices, controlled access to the site, health and safety training requirements, monitoring equipment to be used during construction to verify health and safety of the workers and the public, measures to protect public health and safety, and emergency response procedures.

Mitigation Measure 18 – Soil Classification

During construction, excavated soil shall be stockpiled on plastic, sampled for waste classification purposes, and legally disposed of. In the event that the soil were characterized as a hazardous waste according to State or Federal criteria, the soil shall be disposed of at a Class I disposal facility. Soil classified as a non-hazardous waste could be disposed of at a Class II or III disposal facility in accordance with applicable waste disposal regulations.

E. OTHER	Yes	No	Discussed
Require approval and/or permits from City Departments other than Planning Department or Department of Building Inspection, or from Regional, State, or Federal Agencies?	X		X

A summary of the permit approvals required from other agencies is provided in Section I of this Initial Study (see p.19).

IV. ALTERNATIVES

The EIR will analyze alternatives to the project that would reduce or eliminate any significant environment effects. These alternatives are expected to include:

1. No Project (No demolition) Alternative. The existing building and substructure on the site would continue to deteriorate, increasing the risk of failure.

2. Historic rehabilitation of the Wharf J-10 building and substructure for receiving uses per Secretary of the Interior Standards for the Treatment of Historic Properties.

3. Reconstruction of the fish processing facility at Wharf J-10, incorporating salvaged portions of the historic building to provide architectural character per the Architectural Resources Group (ARG) Design Guidelines for the Fish Alley Architectural Character District (but which would not necessarily meet Secretary of Interior Standards).

4. Construction of an all-new fish handling facility on entire site, designed consistent with the ARG Design Guidelines for the Fish Alley Architectural Character District.

E. MANDATORY FINDINGS OF SIGNIFICANCE	Yes	No	Discussed
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	X		X
2) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X	
3) Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)		X	X
4) Would the project cause substantial adverse effects on human beings, either directly or indirectly?		X	

The demolition of Wharf J-10 could impact archaeological resources and would eliminate an historic resource, both of which are potentially eligible for the California Register. These impacts will be addressed in the EIR.

F. ON THE BASIS OF THIS INITIAL STUDY

___ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

___ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers 1-6, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

_X_ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

July 17, 2004
Date

Rick Cooper, for
PAUL MALTZER
Environmental Review Officer for
GERALD G. GREEN
Director of Planning
Planning Department

REFERENCES:

All references are available for review by appointment as part of the project environmental file at the Planning Department, 1660 Mission Street, in Project File No. 2001.0636E.

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